The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

1130—Vol. XXVII.] LONDON, SATURDAY, APRIL 18, 1857. (WITH SUPPLEMENT) {Stamped ....Sixpence. Unstamped..Fivepence.

MINING EXCHANGE OF LONDON.

...ing are MEMBERS of the MINING EXCHANGE:—

...don.	J. Herron.	J. J. Reynolds, jun.
...nan.	John Hitchins.	H. B. Rye.
... jun.	W. Michell.	George Spratley.
...ey.	C. Moore.	T. P. Thomas.
...yth.	J. H. Murchison.	J. S. Tripp.
...enshley.	T. Painter.	W. Ward.
...	J. R. Pike.	Watson and Cuell.
...field.	Powell and Cooke.	P. Watson.
...oulkes.		N. F. WATSON, Hon. Sec.

...gle-court, Finch-lane, April 17, 1857.

JAMES CROFTS, MINING AND SHAREBROKER, 1, PINCH LANE, CORNHILL, LONDON, TRANSACTS BUSINESS, ...YING and SELLING, for immediate cash.

...ND MINES, well selected, are the best of any known investments—pay... to 20 per cent. per annum in dividends. The choice of NON-DIVIDEND ... speculation requires careful discrimination.

...rs, although not in the practice of recommending particular shares, can... from calling special attention to the following PROXIMATE DIVIDEND ... being likely, in the course of this year, to pay a percentage on present ...r exceeding any income to be derived from dividends. The mines indi... thy immediate attention are—Wheal Sidney, £4¼, 5; Calstock Consols, ...heal Margery, £17½; Great Hewas, 24s.; Wheal Edward, £4¼; Crad... Gonamena, Kelly Bray, Grambler and St. Aubyn, Copper Hill, Drake ...oil, Carnyorth, Great Vor, and Catherine and Jane, at market prices. The ...e information given on application, on the actual *status* of all the above, ... Crofts considers are an unexceptionable selection.

Just published, price One Shilling, a

...UAL OF MINING, AND ADVICE TO INVESTORS IN BRITISH MINES. By James Crofts, Mining Broker.

...: Published at the *Mining Journal* office, 26, Fleet-street, London; and sold by R. Clarke, Finch-lane, Cornhill.

JAMES LANE, No. 29, THREADNEEDLE STREET, has ...USINESS TO TRANSACT in most of the DIVIDEND and PROGRESSIVE ...nd begs to refer to his *Weekly Mining Review*, published every Friday.

... SALE, at market prices, SHARES in the undermentioned ...VIDEND MINES, paying interest from 15 to 20 per cent. per annum:—

...l Consols.	10 Herodsfoot.	1 St. Ives Consols.
...ack.	25 Nanteos and Penrhiw.	20 Tincroft (with divid.)
...an.	2 North Roskear.	50 Trewethas.
...Brea.	10 North Basset, £24¼.	2 United Mines.
...arrow.	5 Par Consols.	2 West Damsel.
...n Consols.	1 Providence.	1 West Seton.
...Dong.	2 Rosewarne.	2 Wheal Basset.
...Margaret.	1 South Caradon.	5 Kitty (Lelant).
...y Consols.	2 South Tolgus.	4 Wheal Margaret.
...South Tolgus.	2 South Frances.	2 Wheal Reeth.
	10 Balnoon.	20 Edward.
...Dowgas, £1¼.	10 Lelant.	50 St. Day.
...Valley, £2½.	20 Great Alfred.	5 Rosewarne & Herland.

...to James B. Brenchley, 11, Royal Exchange, London, E.C.

...HASES and SALES effected in every description of MINING, RAILWAY, ...and OTHER SHARES.

Bankers: London and Westminster.

...IDEND MINES, well selected, are the BEST of all PUBLIC ...NVESTMENTS, paying, as they do (in dividends every two or three months), ...to 30 per cent. per annum. NON-DIVIDEND MINES, carefully chosen, ...ly advance in price 500 per cent., or more.

... WATSON, MINING BROKER, having 12 years' experience in every ...ent of mining and its management, together with an extensive and regular ...ndence with mining agents and others in Cornwall, Devon, and elsewhere, ...d to judge of and select mines of intrinsic value. Peter Watson, being a ... of the Mining Exchange, will forward a list of prices when required, and ...onsulted daily as to purchases, sales, &c.

... Watson is a BUYER or SELLER of the following, at prices affixed:—

	Buyer.	Seller.		Buyer.	Seller.
...ed Consols	£ 20¾ ...	£ 21¼	20 East Gunnis Lake...	£ 2⅛ ...	£ 2⅜
...Brea	50 ...	56	1 East Rose	8½ ...	9½
...Dong	20 ...	24	20 East Russell	4s. 0d. ..	6s. 0d.
...Wh. Margaret.	10 ...	11	25 Gawton	9s. 0d....	11s. 0d.
...odsfoot	5¾ ...	6¾	5 South Bog	— ...	10s. 0d.
...th Basset	22¾ ...	23¾	5 Great Alfred	5¾ ...	6
...Consols	21¼ ...	22¾	20 Hawkmoor	7s. 6d....	12s. 6d.
...swarne	41⅜ ...	44⅜	25 Lady Bertha	11s. 6d....	13s. 6d.
...ar Consols	⅜ ...	1	5 Leeds and St. Aubyn	3 ...	4
...croft	5 ...	5¼	125 Molland	2s. 0d....	2s. 6d.
...wetha.....	58s. 9d....	64s. 0d.	12 North Frances	15 ...	16½
...al Arthur	4½ ...	5⅛	2 North Robert	20 ...	22½
...set	260 ...	272½	20 Pendeen	1⅞ ...41s. 3d.	
... Kitty (Lelant).	18 ...	19½	25 St. Day United	28s. 0d....32s. 0d	
...al Margaret ...	72½ ...	76	37 Virtuous Lady and Wheal Bedford ..	16s. 0d....19s. 0d.	
...al Mary Ann ...	44½ ...	45½	1 Wendron	40 ...	42
...Hawby	23¾ ...	25	25 Wheal Edward	4¼ ...	4¾
...al Wrey	7¾ ...	7¾	20 Grenville	1⅜ ...	1⅝
...al Ludcott .....34s. 0d....37s. 0d.			20 Harriett	5s. 6d....12s. 6d	
...noon	2½ ...	3⅛	10 Wheal Zion	1 ...23s. 6d.	
...goll	13⅛ ...	15½	1 Wheal Margery	15½ ...	16¾
...on & Courtenay. 4s. 6d....		7s. 6d.	20 Wheal Lopes	— ...13s. 0d.	
...t Alfred.....37s. 0d....		2			

Bankers—Union Bank of London.

Commission 1¼ per cent. on all transactions.

...hreadneedle-street, London, April 17, 1857.

...ORGE SPRATLEY begs to inform his friends that there are ...now some half-a-dozen MINES, in which a great ADVANCE IN PRICE is ...during the year. Those about to invest should look to the MINES, and not ...ch to the Share List, and depend upon it success is certain.

...of prices and information given, personally or by letter.

...ness transacted in every description of Mining, Railway, Bank, Gas, and In... Shares.—15, Old Broad-street, London, E.C.

...R. E. GOMPERS IS A BUYER OF—

...2 Buller, £350.	50 Edward, £4¼.	30 Lelant, £3¾.
...st Russell. 5s.	10 East Rose, £9.	5 Rosewarne, £40.
...namena, £17.	20 Calstock Consols, £3¼.	50 Hawkmoor, 10s. 6d.
...wton, 10s.	50 Silver Brook, 2s.	50 Devon Buller.
...von and Courtenay.	200 Molland, 2s.	2 Cargoll.

...a SELLER of—

...ndsen, 40s.	20 Great Alfred, £6.	40 Hingston, £4.
...ancellorsville, 9s.	40 Devon Buller, 16s. 6d.	20 Wheal Sidney.
...heal Ludcott.	100 Wrey Consols.	200 College Mines.

...own Chambers, Threadneedle-street.

...ENRY GOULD SHARP DEALS in the following MINES:—

... Alfred Cons.	East Wheal Russell.	Rosewarne United.	West Providence.
...d United.	Hingston Down.	Rosew. and Herland.	West Alfred.
...ell.	Huckworthy Bridge.	Sortridge Consols.	West Frances.
... Bertha.	Hawkmoor.	South Caradon.	Wheal Basset.
...nsols.	Lady Bertha.	South Frances.	Wheal Buller.
...	Lelant Consols.	South Carn Brea.	Wheal Kitty's.
...	Nanteos & Penrhiw.	South Garras.	Wheal Mary Ann.
...Buller.	North Frances.	St. Day United.	Wheal Wrey.
...ena.	North Basset.	Swanpool.	Wheal Edward.
...Wheal Vor.	Par Consols.	Trewetha.	Wheal Emma.
...Alfred.	Pedn-an-drea.	Tavy Consols.	Wheal Margery.
...lfred.	Providence Mines.	Tincroft.	Wheal Grenville.
...Wheal Rose.	Queen of Dart.	United Mines.	Wheal Zion.

...es, 2, Church-court, Clement's-lane, Lombard-street, London.

...R. GEORGE BUDGE, of 4, BIRCHIN LANE, CORNHILL, LONDON, has SHARES FOR SALE at the following prices:—

...ndsen, £2¼.	3 Wheal Margaret, £78.	50 Trewetha, £3¾.
...est Grenville.	5 North Frances, £17½.	30 Wheal Grenville, 28s.
...awton, 11s. 6d.	50 Lady Bertha, 13s. 9d.	100 Carnewas, 5s. 6d.
...h. Edward, £4 8s.	100 Catherine & J., 11s. 3d.	120 Tretoll, £2.
...avy Consols, 26s.	30 Great Wh. Busy, £3¼.	200 Guskus.
...ees Side, 3s. 3d.	30 South Goriand.	50 Swanpool.
...rake Walls.	100 Ludcott, £3¾.	60 South Bog.
...elly Bray, 20s.	100 Buller & Basset, £3¼.	50 Drake Walls, £3 1s.
...olland, 3s.	50 East Russell.	10 Par Consols, £22½.
...von Gt. Con., £462.	100 Chancellorsv., 10s. 6d.	30 Pedn-an-drea, 27s. 3d.
...rebarvah, £3¾.	20 Wheal Emma, £8¼.	10 Old Tolgus Uni., £99.
...nited Mines (T.), 10s.	3 West Caradon, £161.	35 Wh. Kitty(St. A.), £8¼
...heal Zion, 25s. 3d.	1 Wheal Buller, £370.	100 East Alfred, £2 1s.

GEORGE MOORE, DEALER IN MINING SHARES, 1, CROWN COURT, THREADNEEDLE STREET, E.C.

FOR SALE, the following SHARES, or part, FREE of any COMMISSION:—

5 Alfred Consols, £22¼.	20 Nant. and Penrh., 36s.	25 Trewetha, £8 3s. 9d.
20 Bryntail, £3¾.	5 North Basset, £36.	5 West Basset, £33¼.
1 Collacombe, £53¼.	5 Par Consols, £23.	5 Wh. Kitty (Lel.), £18¾.
10 Great Vor, £6 7s. 6d.	1 Rosewarne Uni., £43¾.	1 Wh. Margaret, £76¼.
5 Herodsfoot, £6¾.	20 Sortr. Consols, £1¾.	2 Wh. Trelawny, £35.
	20 Tincroft, £5 2s. 6d.	

The above are all dividend-paying mines, and many of them selling at prices worthy the immediate attention of capitalists who prefer receiving dividends to paying calls.

10 Balnoon, £3¼.	10 Lelant Consols, £3¾.	20 Wheal Edward, £4¼.
20 East Alfred, 39s. 6d.	4 North Frances, £16¼.	25 Wh. Grenville, 26s. 6d.
25 Great Hewas, 23s. 6d.	20 N. Trelawny, 11s. 6d.	20 Wheal Zion, 23s. 6d.
10 Great Alfred, £5¾.	50 S. Condurrow, 6s. 3d.	20 Wheal Ludcott, 38s. 6d.
20 Lady Bertha, 13s. 6d.	25 Virtuous Lady and Wh. Bedford, 18s. 9d.	1 Wheal Margery, £16¼.

The above are all good progressive mines, containing the elements of success—viz., good management and locality,—and many of them will considerably advance in price during the ensuing year.

50 Chancellorsville, 10s. 6d. | 100 Molland, 2s. 6d.

In any business that George Moore is favoured with, in which he is the buyer, he will give CASH ON RECEIPT OF TRANSFER; and will allow any purchaser of undoubted respectability to have shares registered, and receive certificates of same, previous to payment.

MR. J. J. REYNOLDS has the pleasure of announcing to his friends and numerous connections in the mining districts of Cornwall and Devon, that, having removed from No. 21, Threadneedle-street, to more desirable offices at 1, ROYAL EXCHANGE BUILDINGS, he has TAKEN his son, J. R. REYNOLDS, into PARTNERSHIP; and that in future his BUSINESS of STOCK, RAILWAY, and MINING SHAREBROKER, will be conducted under the firm of J. J. REYNOLDS and SON.

Embracing the opportunity thus afforded, Mr. J. J. Reynolds returns his warmest thanks for past favours and the confidence reposed in him during the several years he has been in business in London, and solicits a continuance of them towards himself and his son, whose united exertions will always be guided by the interest of those who may entrust them with their orders for the purchase or sale of stocks or shares.

In seeking to extend their sphere of usefulness in this department of public business, Messrs. J. J. Reynolds and Son beg to inform the mining interest that it is their intention to publish a List of the Market Prices of Stocks and Shares in Government, Bank, Railway, Mining, and other securities, which may be had on personal application, or by post. The proprietors of mining properties will find this an excellent medium for placing their several properties before the public.

1, Royal Exchange-buildings, London, E.C., April 17, 1857.

MR. JOS. JAS. REYNOLDS, Jun., 68, OLD BROAD STREET, LONDON.—BUSINESS TRANSACTED in every description of BRITISH and FOREIGN MINES; also, BRITISH and FOREIGN FUNDS and SECURITIES, on the usual terms of commission. Being in constant communication with the most skilful agents in all parts, Mr. J. J. Reynolds, jun., is always in a position to give reliable information and advice to his clients and friends who may favour him with orders.

MESSRS. POWELL AND COOKE, MINING SHARE DEALERS, &c., 8, HERCULES CHAMBERS, OLD BROAD STREET.

MR. W. LEMON OLIVER, STOCK AND SHAREBROKER, 4, AUSTINFRIARS, CITY.

BUSINESS TRANSACTED in HOME and FOREIGN RAILWAYS, FUNDS, SECURITIES, BRITISH and FOREIGN MINES, &c.

JAMES HERRON has FOR SALE the following SHARES, at the prices quoted, and FREE OF COMMISSION:—

2 Alfred Con., £22½.	20 Great Hewas, 24s. 6d.	5 Trebarvah, £2 18s. 9d.
1 Basset.	5 Great Alfred, £6 3s. 9d.	5 Trewetha, £2 8s. 9d.
15 Bryntail, £2 6s. 9d.	5 Herodsfoot, £7 7s. 9d.	10 Tincroft, £5¼.
6 Butterdon, £3¾.	5 Kenneggy.	1 United Mines.
5 Boiling Well.	10 Lelant Con., £3 18s. 9d.	20 Vale of Towy, 19s. 6d.
1 Cefn Brwyno, £42.	2 N. Basset, £24 18s. 9d.	1 West Caradon, £162½.
50 Carnewas, 4s. 7d.	5 North Downs, 14s. 9d.	5 Wh. Kitty (Lel.), £19¾.
15 Cwm Sebon.	70 Okel Tor.	5 Wheal Uny, £4 8s. 9d.
2 Clijah and Wentworth.	3 Par Consols, £23¼.	1 Wh. Mary Ann, £47½.
10 Drake Walls, £3.	1 Providence Mines.	2 Trelawny, £25¾.
30 Dyffryn Castell, 10s. 9d.	5 Porkellis Unit., £6¾.	5 Wheal Wrey, £7¾.
10 East Buller, £1 17s. 6d.	10 Pedn-an-drea, 27s.	5 Wh. Grenville, 29s. 9d.
3 East Wheal Rose.	5 Sortridge C., £1 16s. 9d.	5 Wh. Edward, £4 8s. 9d.
20 East Russell, 6s. 9d.	1 South Caradon, £342½.	20 Wh. Harriett, 11s. 9d.
15 Great Vor, £6 3s. 9d.	1 South Frances.	3 Wh. Margaret, £79.
1 Grambler & St. Aubyn, £107½.	10 So. Goriand, £3 18s. 9d.	3 West Basset, £31½.
	20 St. Day Unit., 31s. 9d.	

Mr. Herron recommends the following mines at the present market prices:—Vale of Towy, Wheal Trelawny, Herodsfoot, Mary Ann, Par Consols, West Caradon, South Goriand, Grambler and St. Aubyn, Wheal Margaret, Pedn-an-drea, South Caradon, Drake Walls.

2, Adam's-court, Old Broad-street, London, April 17, 1857.

MINE SHARES FOR SALE by Mr. LELEAN, 4, CUSHION COURT, OLD BROAD STREET, LONDON, E.C.:—25 West Polberro, £1¼, all calls paid up to this date; 10 Carnyorth, £5¾; 50 South Buller and West Penstruthal, £1½; 50 Buller and Basset United, £3; 4 Providence, £90; 20 Spearne Consols, £3¾; 10 Trelyon, £18½; 20 Charlotte, £4; 5 Wheal Kitty (Lelant), £20; 10 Wheal Wrey, £7¾; 14 Bell and Lanarth, £3¾; 50 Great Hewas; 150 Molland, 3s.; 18 Wh. Morgan; 10 Pendeen, £2¼; 8 Camborne Vean; 15 Stray Park; 100 East Providence, 25s.; 5 Wheal Edward; 20 South Ellen, £5; 100 Guskus; 15 North Frances; 4 East Basset; 100 Chancellorsville,; 2 Margaret; 2 Cargoll; 150 Castell, 8s. 6d.; 50 Catherine and Jane; 4 Herward; 2 South Caradon, £339; 25 Balnoon, £3¾. And a great many others, too numerous for an advertisement.—April 17, 1857.

MINING ENGINEERS FOR IRELAND,—Messrs. BOUNDY and SMITH, 18, ST. ANDREW STREET, DUBLIN, undertake to SURVEY, VALUE, and REPORT upon all descriptions of MINES and MINERAL PROPERTY, PREPARING PLANS and SECTIONS of same, and the ORGANISATION of ASSOCIATIONS for working mines under the Limited Liability Act.

JAMES H. COCK, MINE SHAREBROKER, GENERAL COMMISSION AGENT, AND ACCOUNTANT, REDRUTH, CORNWALL.

Orders for the PURCHASE and SALE of MINE SHARES, MINING MATERIALS, &c., promptly attended to.

CHARLES BEST, Jun., 24, CHANGE ALLEY, CORNHILL, E.C.

SHAREBROKER, AND DEALER IN MINING SHARES.

Bankers: Messrs. Williams, Deacon, and Co.

INVESTMENTS.—Mr. G. J. POUCHER, STOCK and SHARE BROKER, having facilities for obtaining RELIABLE and EARLY INFORMATION on all points connected with the various undertakings in RAILWAYS, MINES, &c., can at all times point out to investors the SAFEST and most PROFITABLE SECURITIES for the employment of capital.

PURCHASES and SALES EFFECTED at the usual commission.

1, St. Michael's-alley, Cornhill.

MR. R. TREDINNICK, BROKER AND GENERAL DEALER, GRESHAM HOUSE, OLD BROAD STREET, LONDON.

MINING OFFICES.—Mr. T. CARTHEW, ST. CLARE STREET, PENZANCE.

MR. F. E. BLYTH, 1, ST. MICHAEL'S ALLEY, CORNHILL, TRANSACTS BUSINESS both in the PURCHASE and SALE of all DIVIDEND and PROGRESSIVE MINES, at the market prices.

CAPT. THOMAS DUNN, of TAVISTOCK, undertakes to INSPECT, REPORT, and SURVEY any MINES or MINERAL PROPERTY in ENGLAND, IRELAND, SCOTLAND, or WALES. No objection to take the management of any mine or mines in the neighbourhood of Tavistock.

PERMANENT WAY RAILS FOR SALE.

By John H. Austin and Co., 1 and 2, Fenchurch-street, E.C.

MESSRS. A. J. HUTCHINGS AND CO.'S PATENT IMPROVED WIRE ROPE.

SOLE MAKERS TO THE

LORDS OF THE ADMIRALTY, THE FRENCH AND TURKISH GOVERNMENTS, And the principal Colliery Proprietors throughout the kingdom.

MANUFACTORY, MILL WALL, POPLAR, LONDON.

ROUND and FLAT ROPES of every description, suitable for mining operations or other purposes, GALVANISED or UNGALVANISED, MANUFACTURED upon the newest and most improved machinery, ensuring greater pliability, durability, and strength; and is admitted by the principal coal proprietors to be far superior to any other kind of wire rope. The superiority of these ropes over hempen ones, in point of strength, lightness, durability, and cost, is admitted by all who have tried them.

GUIDE ROPES, SIGNAL CORD, LIGHTNING CONDUCTORS, &c.

Offices, 117, Fenchurch-street, London.

THOMAS AND MARLBOROUGH, MINING AGENTS, 2, CROWN COURT, THREADNEEDLE STREET, LONDON; AND AT 11, DALE STREET, LIVERPOOL.

MR. JOHN R. PIKE, MINING AND SHAREBROKER, 33, THREADNEEDLE STREET, CITY.

Mr. J. R. Pike will be happy to advise capitalists about to invest in mines, either for investment or speculation.

A daily price list of business done in the Mining Exchange forwarded on receipt of stamped addressed envelope.—Friday, April 17, 1857.

MR. WILLIAM MOORE, STOCK AND SHAREDEALER, 11, HERCULES CHAMBERS, OLD BROAD STREET.

N.B. Business transacted in every description of stock and shares.

MR. WILLIAM MICHELL CONTINUES to DEAL in ALL DIVIDEND and good PROGRESSIVE MINES, at exceedingly close prices. Cash given in exchange for transfers to all well-known parties; and parties of respectability can have shares registered previous to payment.

Money advanced on Mining Shares.

3, Austinfriars, Old Broad-street, London, April 17, 1857.

MR. W. H. BRUMBY, STOCK AND SHAREBROKER, 1, QUIET STREET, BATH, is in a position to give the BEST ADVICE in the SELECTION and PURCHASE of DIVIDEND and PROGRESSIVE MINES.

MR. F. LISABÉ, C.E., CONSULTING MINING ENGINEER, OFFICE, 2, DAME STREET, DUBLIN.

Mr. Lisabé, may be CONSULTED personally, or by letter. His long experience in Ireland will be found useful to capitalists desirous of investing money in mining and other speculations in that country.

MR. R. LINTHORNE, ENGLISH AND FOREIGN MINING AGENT, 3, ADAM'S COURT, OLD BROAD STREET, LONDON.

BUSINESS TRANSACTED in all ENGLISH and FOREIGN MINES, and other SECURITIES, on the usual terms of commission. Information afforded in respect to Dividend-paying and Progressive Mines.

SECURE INVESTMENTS.—Mr. REGINALD HORLEY, No. 48, THREADNEEDLE STREET, ENGLISH and FOREIGN STOCK, SHARE, and MINING BROKER, will be happy to ADVISE HIS FRIENDS, and all those who may favour him with their business, on the safest mode of INVESTING their CAPITAL in permanently dividend-paying securities, and will endeavour to caution them against embarking in those fraudulent schemes which involve such disastrous results as have attended the recent bank failures. Mining operations carefully watched, and faithfully represented. Business transacted in the English funds, at 1-16th per cent. Country correspondents promptly communicated with. A weekly Official List of Prices sent gratis, if required.

R. Horley, Sworn Broker, 48, Threadneedle-street.

MINING INVESTMENT.—THOMAS ROACH, No. 37, OLD BROAD STREET, LONDON, begs to state that he continues to DEAL and to TRANSACT BUSINESS on COMMISSION in all legitimate and *bona fide* MINING PROPERTY. Sixteen years' practical knowledge of mining, succeeded by six years' constant experience in the London Share Market, justifies him in offering advice for the guidance of shareholders and those desirous to invest.

British mining, judiciously treated, is a most successful branch of English commerce; and, although Thomas Roach does not pretend to foretell the result of particular mines, yet, judging from position and prospects, coupled with the earliest and most reliable information from every locality, he is always enabled to offer with confidence shares in dividend mines, and those of a progressive and promising character.

ARUNDELL COPPER MINE, NEAR ASHBURTON.—SHARES WANTED.—Particulars of number and price to be sent, addressed "To the Secretary," at the Mine Office, 16, Barge-yard Chambers, Bucklersbury, London.

PHŒNIX MINE.—FOR SALE, ONE SHARE in this valuable DIVIDEND MINE. The next dividend will be paid in May.—Apply to "J. J.," care of C. Everett, news agent, Old Broad-street, E.C.

NORTH AND SOUTH WALES.—Capt. JAMES ROACH (Manager of the Bryntail Mines, near Llanidloes, Montgomeryshire) OFFERS HIMSELF to INSPECT and REPORT upon MINES and MINERAL PROPERTY in any part of North and South Wales. Twenty years successive application in mines of all descriptions, enable him to impart sound judgment to those who may avail themselves of his services.—Feb. 13, 1857.

TO SLATE QUARRY PROPRIETORS.—Mr. GEORGE SMITH, who has had 20 years' practice as manager of slate quarries, opening new ones, superintending the working of all descriptions of slates and slabs to all the purposes for which they are used, also inspecting and reporting upon old quarries; is also acquainted with the quality and colour of all the principal slate veins in North Wales, having worked at Bangor and Carnarvon, and for the last eight years at Brynreglwys, near Machynlleth, having opened and brought the quarry into profitable working order, now proposes to resign, and should be most happy to MEET with an APPOINTMENT elsewhere. Unexceptionable reference will be given by his present employers, and testimonials produced for the last 20 years.—Addres, Mr. G. Smith, slate quarry agent, care of Mr. Hunt, Towyn, Merioneth, North Wales.

P.S. No objection to either England, Ireland, or Wales.

TO CAPITALISTS.—RELIABLE INFORMATION may be obtained on application to the undersigned, in respect of MISCELLANEOUS SECURITIES generally. BANKS, INSURANCE SHARES, LAND COMPANIES, MINES (British and Foreign), RAILWAYS, FOREIGN STOCKS, and the PUBLIC FUNDS BOUGHT and SOLD at the closest market prices, and at moderate commission. References given and required. JOHN BATTERS, Stock and Sharebroker.

26, Throgmorton-street, London, E.C.

WANTED, a good SECOND-HAND CORNISH PUMPING ENGINE, 70 in. cylinder.—Particulars and price to be addressed to "A. B.," care of Mr. Horsfall, news agent, Coventry.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, MILL STREET, BROAD STREET, BIRMINGHAM.—STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—

REFINED METALLIC NICKEL.	OXIDE OF COBALT.
REFINED METALLIC BISMUTH.	GERMAN SILVER—IN INGOTS, SHEET, WIRE, &c.

NICKEL AND COBALT ORES PURCHASED.

THE MIDLAND IRON COMPANY, ROTHERHAM, YORK- SHIRE, MANUFACTURERS OF RAILWAY TYRES AND AXLES FOR LOCOMOTIVE ENGINES, CARRIAGE AND WAGON WHEELS. From the tests to which this iron has been submitted by engineers and railway companies during several years, its superior quality has been generally acknowledged, and can be unhesitatingly affirmed.

DEPOSIT, LOAN, LIFE, AND FIRE OFFICE AGENCY.—MONEY ADVANCED upon HOUSE, LAND, RAILWAY, MINING, and OTHER PROPERTY, to any amount, at a low rate of interest. APPROVED BILLS DISCOUNTED, and all monetary transactions effected, on application to Mr. R. C. Manuel, 47, Old Broad-street, London; and St. Austell, Cornwall.

WEST CARADON MINE.—A FULL SPECIAL REPORT, just made from a careful inspection of this mine, appears in Mr. Murchison's QUARTERLY REVIEW OF BRITISH MINING, which is now ready. Price, with a MAP of the ALFRED and ROSEWARNE DISTRICTS, One Shilling; at Mr. Murchison's offices, 117, Bishopsgate-street Within, London.

GREAT WHEAL ALFRED.—A SPECIAL REPORT, just made from a careful inspection of this mine, appears in Mr. Murchison's QUARTERLY REVIEW OF BRITISH MINING, which is now ready. Price, with a MAP of the ALFRED and ROSEWARNE DISTRICTS, One Shilling; at Mr. Murchison's offices, 117, Bishopsgate-street Within, London.

ALFRED CONSOLS.—A SPECIAL REPORT, just made from a careful inspection of this mine, appears in Mr. Murchison's QUARTERLY REVIEW OF BRITISH MINING, which is now ready. Price, with a MAP of the ALFRED and ROSEWARNE DISTRICTS, One Shilling. To be obtained at Mr. Murchison's offices, 117, Bishopsgate-street Within, London.

ALFRED CONSOLS.	WEST ROSEWARNE UNITED.
GREAT WHEAL ALFRED.	ROSEWARNE AND HERLAND.
EAST WHEAL ALFRED.	PROVIDENCE MINES.
WEST ALFRED CONSOLS.	SOUTH CARADON.
BOTALLACK.	WEST CARADON.
WHEAL MARGERY.	CRADDOCK MOOR.
ROSEWARNE UNITED.	WEST DAMSEL.

EAST GUNNIS LAKE (or South Bedford).

SPECIAL REPORTS, just made from careful inspections of the above mines, will be found in Mr. Murchison's QUARTERLY REVIEW OF BRITISH MINING, which is now ready; the REVIEW also contains Full Particulars of the Position and Prospects of the principal Dividend and Progressive Mines, Tables of the Dividends paid in the past Quarter, and in the Years 1855 and 1856. Price, with a MAP of the ALFRED and ROSEWARNE DISTRICTS, One Shilling; at Mr. Murchison's offices, 117, Bishopsgate-street Within, London.

Meetings of Public Companies.

THE ACADIAN CHARCOAL IRON COMPANY (LIMITED).

The first annual meeting of proprietors was held at the offices of the company, 47, Old Broad-street, on Tuesday,—Mr. J. A. Roebuck, Q.C., M.P., in the chair.

Directors present: Col. Bazalgette, Messrs. Wm. A. Matthews, Wm. Owen, Hy. Paull, M.P., Wm. Scott, and E. M. Sweetland.

The Secretary (Mr. John V. N. Bazalgette) read the notice convening the meeting.

The Chairman said the first business was to attach the seal of the company to the list of shareholders.—The Secretary then attached the seal to the list of shareholders, and read the following report:—

The directors have much pleasure in meeting the proprietors, in accordance with the Deed of Settlement, and in submitting this, their first report, feel themselves in a position to say, with the confidence that experience gives, that all the expectations raised by the prospectus will be fully realised. The existence, in unlimited abundance, of iron ores of the most valuable description, and of extensive forests of the finest wood for the making of charcoal required for smelting the iron, has been corroborated by competent persons, employed specially for the purpose of making the requisite local examinations, as well as by the experience of the workings. The iron that has been already received in this country is proved beyond all doubt to be of a quality to command a ready sale at the highest market price, and it is now being manufactured within the estimated cost given in the prospectus. Several tons of malleable iron having been sent to Sheffield to be manufactured into steel, are stated by some of the leading manufacturers to be of the most excellent quality. Specimens of the cutlery made from this iron are exhibited at the company's offices. Although there has been a greater delay than was at first anticipated in getting the works into a productive condition, the directors think it right to state that this delay was occasioned by a want of local information incidental to the commencement of an undertaking like the present. The enquiries that were made to obtain this information have occupied much time, but were absolutely requisite before making any expenditure on the part of the company. The time occupied by these enquiries also afforded an opportunity for improvement in the form of the furnaces, which has materially increased the production, with a reduced consumption of ore and fuel; and for preparing and storing, before Dec. 31, a quantity of ore and charcoal, sufficient to enable the company, with the supplies contracted for, and now in course of regular delivery, to complete the remainder of this year's contract with Her Majesty's Government, and to continue the smelting of further quantities of pig-iron, and to manufacture bar-iron, for which there is a regular demand by the trade—advantages which more than compensate for the time consumed. A further cause of delay was that the Government of Nova Scotia has, during the last year, drawn largely upon the available labour in the country for the construction of a railway from Halifax to Quebec, a portion of which is now open. This railway passes the company's works at Londonderry, Nova Scotia, and will be highly useful to them, but it deprived the company of much of their labour, and raised the price of the remainder. To obviate these inconveniences, the directors have selected and engaged a considerable number of the emigrants, who, on the disbanding of the German Legion, were sent out to Nova Scotia by Her Majesty's Government. These men have been for some time at work; they place the company in an independent position as to labour, particularly as to skilled labour, the want of which had previously been severely felt. The accounts of the company have been duly audited, and annexed to the report is the balance-sheet to Dec. 31 last. The accumulation of prepared ore and fuel at the works is very large, and together with the iron received, and that on its way to this country, will amount in value to nearly 8000*l.* As the navigation re-opens, and permits further shipment this month to this country, the directors have every confidence that they will soon be in a position to pay a fair dividend upon the paid-up capital of the company. The directors retiring by rotation are Col. Bazalgette, Philip P. Blyth, Esq., James Crowdy, Esq., and Mark Hunter, Esq. These gentlemen are eligible, and offer themselves for re-election. The retirement of Mr. Jay renders the election of another auditor necessary.

A statement of accounts was submitted, from which the subjoined is condensed:—

Capital stock	£63,667	0	0			
Interest on deposit account	236	1	3			
Bills payable	3,508	0	0			
Manager in Nova Scotia	1,501	19	5			
Law charges	193	2	8	= £69,106	3	4
Mineral property and plant	£52,978	0	0			
Expenditure at the works in Nova Scotia	8,886	16	7			
Preliminary expenses	1,184	8	5			
Office expenses, &c.	318	19	5			
Office furniture	60	16	10	= 63,429	1	3
Leaving balance in hand				£ 5,677	2	1

The Chairman, in moving that the report and accounts be adopted, congratulated the gentlemen present upon the prospect of a future fraught with success. He would make a few observations in explanation of the report. Of the character of the ore there was no doubt; for, without one exception, the universal opinion was that the iron made from it was of the very finest quality. (Hear.) They were working in a country which produced wood fit for charcoal in the greatest abundance, and of the finest quality, and although labour was dear, one balanced the other, and they were able to manufacture the iron at a price that must be always remunerative, and the further they progressed the better they succeeded. It might be asked, why they had not been more successful during the past year? In the first place, they must consider that it was the commencement of operations, and those operations were carried on a distance of about 3000 miles; they had also to import labour, &c., which led to delay. Again they had experienced some difficulty in launching the project fairly upon the commercial waters: the commercial world did not look upon the adventure with the same eyes as the promoters, and there was, consequently, a difficulty in getting money to go on with. They were also desirous that the board of directors should be composed of gentlemen not only of worth and position, but experienced in the business in which they were engaged; and, before they could induce such parties to join, it was necessary to send out to Nova Scotia to make enquiries, to satisfy them that the prospects were as favourable as represented. All these circumstances occasioned delay and expense. But they had derived advantage from the delay, as they were now certain upon the authority of persons well-qualified to judge that every anticipation had been fully borne out. It was expected that the works at Nova Scotia, when they took possession of the property, would enable them at once to turn out iron for the market; but the skilled persons whom they sent out found that the furnaces were not of the most efficient description, and they were determined to have furnaces of the right sort, that would produce iron in the most economical manner. This had also caused delay; but now the furnaces at Nictau were in full work, and though but a few months of the present year had passed over, more iron had been made than the whole of the previous year. At Londonderry, the first iron was made on Aug. 8, but an accident happened to one of the furnaces, and it was blown out. However, that furnace and another one would be completed, and be in operation, in a short time. At Nictau, they had one furnace, now turning out a large quantity of iron; and a second, constructed upon the most approved principle, would be at work this spring, so that the work done this year would far exceed anything they had yet accomplished, and he believed would fully bear out their most sanguine expectations. (Cheers.) But the directors were not satisfied even with these flourishing appearances in leaving matters to themselves; and as the manager had left their services and gone to the United States, they had found another, who would go out and take his place (Mr. Jones), from whom they expected to derive great benefit, as their former manager was not a practical man, and lived at Halifax, situated about eighty miles distance from the works. Mr. Jones was going out in May, and was a practical man, and would reside upon the property. It had also been resolved by the board that one of their own body should go out and personally superintend the affairs at the works, and put them in proper order, a duty which had been undertaken by Mr. Sweetland, who would proceed to Nova Scotia on the 25th of the present month. (Hear.) The proprietors would bear in mind that this was a charcoal iron company. To make charcoal they required extensive forests, and last year they had obtained, from the Colonial Government, a concession of large tracts of forest land. Before, however, that concession was completed, the Colonial Government were turned out of office by a want of confidence vote. A new ministry had since been appointed, and one of the principal duties of Mr. Sweetland would be to place himself in communication with that ministry, and in which he would be assisted by letters from the Colonial office here, and endeavour (as no doubt he would succeed in doing) to obtain the grant of large forests, which the late ministry promised. This would enable them to obtain an abundant supply of charcoal at a cheap rate, and carry on their operations with additional advantage. (Hear.) The next question, which was of the greatest importance to shareholders, was the dividend. It was true they paid no dividend up to Dec. 31 last, but the directors hoped very shortly to be in a position to do so; for, although they had not produced much iron up to that period, they had not been idle, as they had been getting ore and making charcoal, as they had now a very large accumulation both of iron ore and charcoal, which would enable them very shortly to make large quantities of iron, and place them in a position to pay a dividend. (Hear.) They had already received, on account of the contract entered into with Government last year for the supply of iron, 1200*l.*, and as that contract would be completed in June, they would pay a fair dividend, and have a much larger quantity of iron on hand ready for delivery than they had hitherto had. It would be seen that they had expended, on the Londonderry revenue account upon the mineral, coal, manufacture of iron, and shipping expenses, 2994*l.* 2s. 9d. Taking as an index the expenditure in raising the ore and preparing the charcoal, they had ore and charcoal on hand equivalent to that amount. In the same way, they had at Nictau, on December 31, 2731*l.*, but since then the large accumulations in hand might be estimated at 12,000*l.*, which, although a very small estimate, would, when converted into iron, enable them to pay an ample dividend to the shareholders. (Hear, hear.) He (the Chairman) ought to observe that they had been exceedingly economical in all their proceedings. They had entered into no wild speculations, nor had they laid out any money which did not afford a prospect of a profitable return. The expenses of management in London had been very small, being only 318*l.*, and out of that 60*l.* was for furniture. The directors had given the most anxious and constant attention to the business, and never had asked for a farthing in the way of remuneration for their services. (Hear.) He invited every gentleman present to cast his eyes over the accounts, as it was of the greatest consequence that confidence should be placed in the board. The statement in the prospectus as to the rate at which they expected to produce iron fit for the market had not only been fulfilled but surpassed. They were even now making the iron at a cheaper rate than set forth in the prospectus, and supposing they continued to raise the ore and make the charcoal at the present cost there would be a good profit and a good dividend; but if as they believed the expenditure upon these items would considerably decrease, the profit and dividend would proportionately increase. Last year the total make of iron was 217 tons; this year, up to March 26, the make was 307 tons, and it was probable the total make of iron would soon be at the rate of 6000 tons a year. It was only right to mention that he could not hold out any expectation that the Government contract would be renewed at the same rate—3*l.* 15s. per ton for 2000 tons—as their iron had proved by experiment to be of the best quality, their bar-iron being equal to the best Swedish, they might be sure it would always command a good price, and that as their powers of production increased the manufacture would become more and more remunerative. (Cheers.) They expected to have four furnaces in full operation by Midsummer next—two at Londonderry and two at Nictau—which no doubt would enable them to turn out the quantity of iron he had before stated. The retiring directors and auditors would be proposed for re-election, and it was but fair to state that Dr. Beattie, as one of the auditors, was entitled to the best thanks of the shareholders, as he had done more than the duties generally performed by such officers, every item having been strictly examined by him. The Chairman concluded by moving the adoption of the report and accounts.

Mr. John Scott, in seconding the resolution, considered it a most satisfactory report. The motion was then unanimously carried, amidst much applause.

Capt. Portna, R.N., hoped when a dividend was declared something handsome would be set aside for the directors, for the valuable services they had rendered to the company; and he also considered that Mr. Sweetland ought to be fairly paid, both for his time and expenses.

The re-election of the retiring directors was carried unanimously, as well as that of Dr. Beattie, the auditor of the company. Mr. John Edward Campbell Koch was then elected as an auditor, in the place of Mr. Jay, who had retired.

Dr. Beattie acknowledged the compliment paid to him by the Chairman, and observed that the books were kept in the best possible manner. With regard to the renewal of the Government contract he had no apprehension, as the position of their Chairman in the House of Commons was a guarantee that he would advocate the use of the best material, and it was well known the cheapest was not always the best.

Specimens of the ores and of the iron in different stages of progress, up to cutlery of the very finest description, manufactured from the Acadian steel by Messrs. Wilkinson and Son, the eminent cutlers of Sheffield, were exhibited, and excited universal admiration.

Mr. Sweetland said he should decline taking any remuneration beyond the travelling expenses, as he had a large interest in the undertaking, and considered he was going to look after his own property. (Hear.)

A cordial vote of thanks to the Chairman and directors, terminated the proceedings.

TINCROFT MINING COMPANY.

The annual meeting was held at the offices, 61, Moorgate-street, on Tuesday, Mr. John Field in the chair.

The Chairman observed that he had met them on the present occasion with great pleasure, inasmuch as their condition was so prosperous that they were enabled to declare a dividend earlier than usual. He was happy to say that 5*s.* per share would be payable on and after Monday.

The Secretary then read the read the report of Mr. Pryor, the manager:—

North Tincroft District: Tyrie's engine-shaft is sunk 154 fms. below the adit, and 180 fms. from the surface, the lode in the bottom of the shaft is 2½ ft. wide, and worth 12*l.* per fm. for tin. The 154 is extended east 8 fms. through a lode varying in size from 2 to 3 ft. wide in hard ground, producing saving work for tin, but not in sufficient quantities to meet the expense of driving. The 154 west is extended 7 fms. through ground and lode similar in character;—neither of these ends present the favourable appearances I could wish, but looking at our neighbouring mines, the change in them from killas to granite, at about the same depth, produced the like results, and as these levels are now in the solid granite, it is my opinion we must look more to our success for tin than copper. The 142 is extended east of the above-named shaft 20 fms., through a lode that will set on tribute at 12*s.* in 1*l.* The end is now in the cross-course, and I did hope before this meeting to have seen the lode east of it, but the ground is very hard and troublesome, the price for driving is 20*l.* per fm. The 142 west has been extended 30 fms., the lode varying in width from 1½ to 3 ft., this level has produced good saving tin work, at present the end is poor, but I have reason to think will shortly improve, and as we have a course of ore in the bottom of the 132, worth 45*l.* per fm., and should this continue down, by extending the 142 about 5 fms. further, we ought, according to the dip of this ore ground, to reach the same. My attention has been directed to this, and I look anxiously for the result. We are not driving the 132, the same being very poor, and in disordered ground. The 90 is extended east of Willoughby's shaft 100 fms., this level has produced large quantities of ore. The present end is poor, being in a cross-course. We are driving a cross-cut at the 100 for the purpose of intersecting the East Pool lode, and have cut some branches, which has almost induced me to believe is the object we set out for, but on further consideration I have determined on extending this cross-cut to our boundary, and in the event of not cutting another lode, to open on the branches already intersected. We have several pitches in this district at a tribute varying from 4*s.* to 13*s.* in the 1*l.*—Martin's East District: Martin's east shaft has been sunk since the last annual meeting 7 fms. through a good lode, averaging in worth 30*l.* per fm., and the bottom of the shaft now presents a further improvement, being worth at least 60*l.* per fm.; and as it is desirable to sink this shaft with all possible dispatch, I have set 5 fms. certain for 250*l.*, as an inducement for the men to push on and continue their work on the Saturday nights until 11 o'clock, and to commence again their labour at 3 o'clock on the Monday mornings. The 162 is extended east 25 fms. through good tribute ground,—present end worth 30*l.* per fm. The 162 west is extended 12 fms. through a lode, worth on an average 20*l.* per fm.—the end is at present suspended. No. 1 stopes in the back of the 162 east of shaft, are worth 25*l.* per fm. No. 3 stopes, west of shaft (now set on tribute), worth 20*l.* per fm. The 152 east of said shaft is extended 60 fms. in good tribute ground, 45 fms. of which have been taken away; in consequence of the ground being troublesome to work we are dressing the lode, and have now set to take down the same; from what we can see, I calculate its worth to be about 20*l.* per fm. There are several pitches working in this portion of the mines, at tributes varying from 7*s.* to 12*s.* in the 1*l.*—Chapple's Lode: The 142 is extended west of downright shaft about 50 fms., occasionally presenting favourable appearances, but on the whole poor; I am under the impression more of the lode is still standing on the south, and hope shortly to satisfy myself on this point. The winze sinking in the bottom of the 120, to communicate with the 140, is down 13 fms., this winze is gone through a good lode of ore, and when completed, will lay open valuable ground; seeing the necessity of communicating with the 140 as soon as possible, it is our intention to set a bargain for 7 fms. certain. In the 110 we imagined the main part of the lode had not been seen by the former agents, and therefore commenced prosecuting further south; the full importance of the result has not yet been seen, but the present side is worth 20*l.* per fm. In this part of the mines are several pitches giving a fair profit.—Old Sump: We have three pitches working at an average tribute of 8*s.* At the surface we have erected every necessary machinery for economising labour, and are now enabled to dress our tin ores at one half the former cost. We have also put up 30 self-acting frames, for the purpose of returning the slimes, the only method that could be adopted to make them remunerative to the adventurers.

I now beg to lay before your notice some few of the objects we have in view to be carried out.—No doubt those of you who are not much acquainted with our position at Martin's east are surprised that there are not more hands employed: the fact is, we are now breaking underground more stuff than we can conveniently bring to surface, owing to the shaft being sunk in such an unminerlike manner, defying any calculations as to the quantity we can get to surface in any given time, occasioned by the very frequent breakages and the expensive wear and tear of kibbles, chains, &c., equal in our expenditure to an excess of 200*l.* per year, and at the same time not drawing half the stuff that would be raised, (with the machinery we have applied), had we a good shaft; to remedy this, we have commenced a new shaft from the 58, and seeing the importance of hastening on the work, one pare of men is sinking under the 58, and another pare cross-cutting in the 72, when under, to rise and communicate with the party sinking; we have also prepared the dialling, and laid it down on paper, to enable us to proceed in the same way in the 100: this new shaft is intended to take the lode in the 180, and we hope, in two years, to get it completed with guides, &c., to the 160; when this is done, in addition to saving the considerable item before mentioned, we shall, with our present prospects, be enabled to return monthly full 400*l.* worth of tin more than at present, and with only 120*l.* extra cost. In addition to this important and necessary undertaking, for the proper and permanent benefit of the mine, I consider it also desirable to resume the sinking of the old sump shaft, which in my opinion, ought not to have been suspended; my object for recommending this, you will see referred to in my last annual report, but fearing it may have escaped the recollection of some of the shareholders, I will again briefly advert to the same.—Martin's east shaft you will observe, is sunk 7 fms. below the 162; to enable us to sink thus far, we are drawing the water by virtue of a chain from the old sump engine in the 140, and is at present quite equal to the duty it has to perform; but should it be decided not to sink the old sump, which is only down to the 160, the water would ultimately find its way to the deepest point, and cause very serious inconvenience; besides this, there is a very valuable piece of ground that I before alluded to, west of this shaft, on Chapple's lode, which we have no means of following without sinking this shaft and resuming the levels; independent of these considerations, I think the shaft will lay open ground quite equal in value to the outlay; and in addition to the cost required in accomplishing those objects, I anticipate our profits will not be less than from 400*l.* to 500*l.* per month, at the present price for tin and copper ores. There are 351 persons employed in and on these mines; and on carefully reviewing our prospects throughout, I beg to remark that I believe we have every reasonable hope to calculate on these mines continuing, for a considerable time to come, productive and profitable to the adventurers.

Mr. Hodgson would have been glad had he seen appended to the report an account of the ground that had been driven, as well as what reserves they had in sight.

Mr. Pryor observed that he thought this would be very impolitic.

The Chairman thought it was not advisable to publish statements of quantities of ore in sight, which might never come to hand.

The Secretary read the statement of the four months' working, to end Dec.:—

RECEIPTS.

Tin sold	£4618	1	4			
Copper sold	3637	17	2			
Arsenic sales to end of December	44	17	4			
Merchants' discounts, interest on deposit and reserve fund, &c.	36	8	11	= £8337	4	9

EXPENDITURE.

Directors' attendances to Feb. 14, 1855	£ 29	0	9			
Old materials written off	21	4	9			
Legal expenses, from Feb. 1855, to Nov. 1856	106	0	10			
Official audit, one year (1856)	31	10	0			
Costs for Sept., Oct., Nov., and Dec.	6036	14	3			
Directors' attendances, to end Dec., 1856	100	0	0			
Petty cash charges	10	19	7	= 6335	10	2
Leaving balance profit				£2001	14	7

PROFIT AND LOSS ACCOUNT.

Balance last audit	£6330	7	7			
Profit, as above	2001	14	7	= £8332	2	2
Eighteenth dividend, made Nov., 1856				1500	0	0
Leaving assets over liabilities				£6283	2	2

Mr. Hodgson said, that although the accounts had been audited by a professional accountant, he believed, according to the bye laws, they should have been audited by two shareholders, possessing a qualification each of 15 shares. He did not wish to impugn the integrity of the gentleman engaged, but they must remember that the Royal British Bank had a professional auditor, and he should, therefore, protest against the accounts being received.

The Chairman said he had looked over the bye laws, and could not find any such clause as Mr. Hodgson had mentioned.

A Shareholder said that they had now met under better auspices than for some time past: he thought it was not prudent that the apple of discord should be thrown among them.

After a desultory discussion, the accounts and reports were received and adopted.

Mr. Hodgson objected to the purchase of ores by Mr. Tyrie, on the ground that he was a director, and that favour might be shown him by his colleagues.

The Chairman indignantly denied that Mr. Tyrie had any preference over other smelters, and contended that great advantage accrued to the company from his bidding for the ore—a feeling in which the meeting unanimously concurred.

Mr. Dunsford said that he had known something of Tincroft Mine for nearly 20 years, and had never attended a meeting at which such a satisfactory statement had been submitted as that of to-day. He recollected the days when the reserves had been valued, and when the accounts had been audited by shareholders, and he could not find that the shareholders were so well off then as now. The mine was economically and well managed, and the accounts straightforward, and he had perfect confidence in the board. It had been intimated to him that their manager, Mr. Pryor, had come to London several times on their business, and made no charge for the expenses he must have incurred. This was very liberal on his part; but he thought it should not be permitted under such prosperous circumstances as the mine was now in, and he was sure the meeting would be unanimous in voting him 20 guineas, for him to buy a little present with for Mrs. Pryor.

Mr. Hodgson said there could be no objection to this vote.

The Chairman thought it had better be left in the hands of the directors, who would apportion such a sum to Mr. Pryor as they thought the shareholders would approve of, his own feeling being that the only objection to the motion was the smallness of the amount.—Mr. Dunsford concurred in this view.

The meeting was then made special, when it was resolved, "that the directors, having taken into consideration the propriety of placing the company upon the Cost-book System, and having caused rules and regulations to be prepared in conformity therewith, for the better management of its affairs, have found that considerable difficulty occurs in carrying it out, and at the present time do not think it necessary to make any alterations." The solicitor, however, did not see any practical difficulties in the way. The shareholders unanimously agreed with the directors.

A vote of thanks was given to the Chairman, the committee of management, and Mr. Pryor, which being suitably responded to, the meeting separated.

SOUTH CUDDRA MINING COMPANY.

The general meeting of shareholders was held at the offices of the company, Austinfriars, on Thursday, Mr. W. A. Coombe in the chair.

Mr. Charles (the secretary) read the notice convening the meeting, and the minutes of the last, which were confirmed.

The Chairman regretted so few shareholders were in attendance, but it must indicate one of two things; either they had every confidence in the committee, or were negligent in looking after their own affairs. He believed the result of operations were unprecedented in Cornwall. They had a virgin mine, which, in about 15 months, had sold 830*l.* 10*s.* worth of ore. They had arrived at a point when they were compelled to have an engine, which would cost a great deal of money; but he believed the prospects were most flattering, and the committee would have acted wrong had they not adopted means for vigorously working the mine. They had purchased an engine, under very favourable circumstances, upon their own responsibility, and for which they must make a call, which, although disagreeable, was quite necessary.

Mr. Charles then read the report of the committee, and Capt. Truran, the agent:

Since the last meeting the attention of your committee has been directed to the active prosecution of the levels from Gray's shaft towards the new or engine-shaft. In the 30 we reached an elvan course and drove some considerable distance through it, but at this time your committee learned that the West Crinnis Company would soon cease pumping the water from that part of their mine which adjoins the South Cuddra; it therefore became important that this elvan course should not be driven through, as by doing so all the east water would be let in on the west part of the mine. At this juncture it became imperative on your committee to look after a suitable steam-engine for the purpose of draining the mine. After some enquiry and after considering the offers of several machines one was decided on; since that time the purchase has been completed, and the removal to, and its erection on this mine has also been let by tender; the masonry work necessary has also been let, and the buildings, though retarded by the wet weather, have been commenced, and your committee hope that in a few weeks the engine will be at work. In consequence of this alteration of our intentions, as named in the last report, the east works have not been communicated with the new shaft. The new shaft has been sunk to about 28 fms. from the surface; at a depth of 26 fms. from surface the shaft passed through a large lode 8 ft. wide, composed of gossan and spots of yellow sulphuret and black oxide of copper. The indications presented by this lode are such as to inspire your committee with the hope that on an early day after the works are completed good results will be attained therefrom. It has been much admired by all who have inspected its component parts. At a short distance to the east of this shaft the south Crinnis caunter lode will cross the large lode mentioned before; and seeing what results similar junctions have given in South Crinnis it is a fact of great importance, as the formation, and characteristics generally are the same. This caunter lode will cross four other lodes in the same manner in this sett, which is an important feature in the property. A level has been driven south-east on the caunter lode to within a short distance of its junction with the south lode, and, but for the heavy rains which have fallen in that district, would in all probability have reached it before this day. Our objects now are to get the engine erected and the shaft completed to the 40 and to intersect the lodes north and south of the shaft, to drive east on the large gossan lode to the point of contact with the caunter lode, and then to continue the shaft to the 50 without delay; and judging from the appearance of the lodes, also the congenial character of the formation and the importance which may be attached to the junctions of the various lodes coupled with what similar indications have produced in the adjoining mines, your committee are firmly of the opinion that, ere they have the pleasure of meeting you again, that you will have heard the operations named have been attended with success. Since the formation of the company copper ores to the amount of 583*l.* 0*s.* 10*d.* have been sold, and about 300*l.* now on the mine=883*l.* 0*s.* 10*d.* Your committee are of opinion that such early results are not often obtained in mining, and the prospects are of that character as to warrant the opinion that the produce of this year will be far more satisfactory than the last. The accounts will be laid before you which have been certified by the auditor, who will doubtless answer any question which you may please to put to him. Some provision must be made for the new works; your committee beg to observe that the most rigid economy is exercised without impairing the efficiency of any branch, and as long as they enjoy your confidence will be happy to attend to the affairs of this mine, believing that a short time and a small sum of money will make it of equal value to those which have been so rich in the district.

April 14.—We have suspended the 30 and 42 fm. levels driving from the eastern direction, and taken out most of the ore ground there; this part of the mine, as you are aware, had been drained by the machinery from the adjoining mine, but as that pumping has now ceased, the water has risen to our 20 fm. level, where it runs off to the adit. I also beg to notice, that after opening out a great extent on the lodes we have been able to ascertain the right position to fix an engine for our pumping, and having done so we have sunk an engine-shaft from surface to 8 fms. below the 20, which is now suspended until the engine goes to work. We have opened out some encouraging features in the 20, about the new engine-shaft, by passing through large gossan lodes of the most promising character, impregnated with copper ore, and such lodes as have seldom failed in this neighbourhood to make large deposits of copper. We have passed through a large gossan lode in the engine-shaft, 6 fms. below the 20, where it is 8 ft. wide. Our operations for the next two months will be confined to the erection of the engine. the foundation of the house is laid, and everything will be pushed on as fast as possible. The reason the engine-house is not in a more forward state is in consequence of the unusual quantity of rain we have had of late; it was almost impossible to carry the stone from the quarry to the buildings, the roads from which is of a soft earthy ground. We shall sample, next week, about 300*l.* worth of ore.—S. Truran.

A statement of accounts was submitted, from which the following is condensed:—

Balance at banker's	£	5	17	8		
Cash from calls	679	0	0			
Copper sales (32 tons 10 cwts., at 11*l.* 7*s.* 6*d.*)	369	13	0	= £1054	11	5
Labour cost	682	13	0			
Merchant's bills	165	6	4			
Charges	60	0	0			
Loan repaid	37	11	6			
Dues, 10*l.* 13*s.* 4*d.*; discount, 1*l.* 10*s.* 5*d.*=	12	3	9	= 957	14	7
Leaving balance in favour of adventurers				£ 96	16	10

The Chairman remarked that they had bought the engine a great bargain. They had also purchased a large quantity of materials at about half price, both lots being obtained from the Union Tin Mine, which had ceased working.

Mr. Farris enquired the power of the engine?

Mr. Charles said they did not calculate by horse-power in Cornwall, but by the size of the cylinder. It was an 18 in. and 36 in. cylinder combined engine, and was erected by Mr. West, who estimated it to be worth 600*l.*, whilst they got it for 400*l.*; and as it had been a very short time in use, they thought it a great bargain. The materials bought for 97*l.* were well worth 150*l.*

Mr. English wished to know how long it would take to erect the engine, and whether it would stop the works?

Mr. Charles replied that it would stop them in a great measure; as during the erection of the engine they could not get any ore. If the weather should prove dry they might sink 3 or 4 fathoms deeper by the time the engine was ready, and as every fathom was of the greatest importance, the greatest exertion would be made.

Mr. Farris then moved, and Mr. English seconded, a resolution that the reports of the committee and Capt. Truran, together with the accounts, be passed and adopted; and that the same be printed and sent to every shareholder.—Carried unanimously.

The Chairman said the next question was the cost for the ensuing three months, and it was estimated that erecting the steam-engine would entail an expenditure of 1000*l.*, and they were compelled to ask for a sum to enable them to go on vigorously.

Mr. Charles observed that to carry on the mine efficiently, and pay the liabilities, it was calculated that the balance would amount to 1358*l.* 5*s.* 6*d.*; but after mature consideration a 4*s.* call, which would amount to 1200*l.*, was considered sufficient, and it was proposed to make it payable by two instalments.

The Chairman remarked, that although the outlay might appear large it would enable them to develope the mine in a proper manner.

Mr. English considered they had better grapple with the question at once, and make the call a little more than 4*s.*

The Chairman said they considered the 4*s.* would be sufficient, but should they require another 1*s.* the shareholders could be called together.

Mr. Charles said the mine had been valued by two or three independent parties, who had no connection whatever with the company, and it was estimated to be worth from 6000*l.* to 9000*l.*

Mr. English considered it quite evident that we could not avoid the delay in raising ore, as they could not get rid of the water for several months, and it was impossible to go on without money, as heavy expenses must be incurred.

Mr. Farris then proposed that a call of 4*s.* be made, 2*s.* 6*d.* to be paid on or before April 28, and 1*s.* 6*d.* on or before June 24; but that no transfer of shares shall be registered unless the full amount of such call be previously paid.

Mr. J. H. Tremenheere seconded the resolution, which was unanimously carried.

Mr. Charles, in answer to a question, stated that at the present time there was only a deficiency of about 26*l.* upon the calls made. He would also observe that the trustees were bound to work the north part of the sett, which was divided from South Cuddra. The North Cuddra would require a capital of about 4000*l.* to commence with, and when a company was formed, the shares would, in the first instance, be offered to the adventurers in South Cuddra, although it was quite optional whether they accepted them.

Mr. Farris suggested that the subject be mentioned in the next circular to the shareholders.—The proceedings then terminated with a vote of thanks to the Chairman, committee, and secretary.

Iron as Manure.—Mr. Sheriff Mechi has published, through Messrs. Longman, of Paternoster-row, a useful little treatise, entitled *How to Farm Profitably, particularly on Stiff, Heavy Clays.* He remarks that a farmer once told him that he manured his land with iron, and explained that it was the plough which furnished his manure. This is literally true, for so many ploughings, harrowings, scarifyings, crosskillings, &c., in a summer, will fill heavy land with fertility, provided the inorganics be there. He believes that in our stiff clays we have a great store of mineral manures, in what Dr. Daubeney justly calls a passive condition. Drainage, aeration by cultivation, lime and clay burning, bring them into active disintegration and use. He is a great believer in Liebig's mineral theory, and, therefore, respects the alkalies of the stiff soils. The great secret is to keep such soils open and aerated.

Canada—the Land of Hope.—Messrs. Algar and Street, of Clement's-lane, Lombard-street, have published a pamphlet upon the advantages which Canada offers as a field for emigration, for the successful employment of capital and industry, and for agricultural operations. The book will be found useful to intending emigrants, as it contains much general information, and a tariff of prices for travelling to all parts of the colony.

EMINENT MINERS.—No. I.

Mr. Handel Cossham, in commencing his lecture, at the Bristol Mining School, said the subject on which he was about to treat could not fail to be interesting to those who were in any way connected with mining. Nothing gave such a stimulus to exertion as the success of those who had gone before us, and when that success was connected with the particular calling in life in which we were engaged, it seemed to be a greater incentive to effort and exertion. Every trade, profession, and business, seemed to have produced men of whom we could all feel proud, and to whom the world was indebted for some of its greatest philosophers, its profoundest thinkers, and its greatest benefactors. We could not forget that Columbus was a weaver; Washington, a land surveyor; Franklin, a printer; Arkwright, a barber; Ben Jonson, a bricklayer; Carey, a shoemaker; John Williams, a shipbuilder; Samuel Peto, a carpenter; Dr. Harvey, a carpenter; Sir H. Davy, a chemist and druggist; George Fox, a shoemaker; the Rev. W. Jay, a mason; John Kershaw, M.P., a barber; Dr. Livingstone, a weaver; and he (the lecturer) would desire to speak with proper feelings of the fact that the two types of the human family were both labourers. Adam, the type of man physically and intellectually, was a gardener; Christ, the type of man morally and spiritually, was a carpenter; so that here we had the sublimest dignity placed upon labour. His object in the lecture would be to refer to those who had distinguished themselves among the miners of this and other countries, and to hold them up as models to the students in the Bristol Mining School, hoping that their labours and their success would stimulate to exertion and effort. In one lecture it would, of course, be but few to whom he could refer, and those he had selected had been taken chiefly because they were generally known, and almost universally admired.

The first eminent miner to whom he should refer was one whose character and history had impressed the whole of society—one who by his life and labours produced a revolution in Europe and the world—one whose works had been published in every language, whose voice used to make even popes and kings tremble—one whose memory would ever be sacred, and whose boldness, fidelity, and piety were universally respected. Luther, "the solitary Monk, who shook the world;" he was born at Eisleben, in Saxony, Nov. 10, 1483. His father, John Luther, was a sturdy old Saxon miner; his mother was the daughter of a layer. His father worked in the metallic mines near Mansfield, in Saxony. The great desire of this honest miner was to give his children a good education. The arms of old John Luther was a hammer. When he died he left Martin a house, two iron furnaces, and about 1000 thalers, equal to 150*l.* sterling.

In 1489 we find Luther at school at Eisenach, and to support himself there he used to sing through the streets, and beg for a livelihood: this was common then for poor students. Here he was taken notice of by Dame Ursula, widow of John Schweickard, and through her kindness he remained at school four years. Luther never forgot this kindness. In 1501 we find him at the University of Erfurth, and was here supported by his father. He was advised to devote himself to the study of law, but he preferred general literature. Music was always a passion with him; he was also very fond of poetry, and could play, sing, and tune. In 1503 we find him at home with his father, at Mansfeld. Very little is known of him for the next two years, but it seems probable that they were spent working in the mines with his father, in order to recruit his finances for a new effort to obtain knowledge. In 1505 he saw a companion struck dead by lightning, and this so impressed his mind that he resolved from that time to become a monk. The evening of July 15, 1505, he spent pleasantly at a musical party, and on the morning of the 17th retired to the cloisters of the Augustans at Erfurth, taking with him only his Plautus and his Virgil. This step did not at all please his father, who for two years stood out in opposition to it, but was at last reconciled and came over to his son's ordination, taking care to have the ceremony performed when the mines were not at work, and brought with him 20 fls., about 6*l.*, and his blessing. The future of Luther's history did not belong to this lecture, the object being to show that we were indebted for one of our greatest men to the son of a poor Saxon, and that mind as well as metal could be, and had been, obtained from mines. Those old mines at Mansfeld never yielded a richer lode, a finer vein, or a firmer bed, than when they produced Martin Luther.

The lecturer would now turn to a man of a different kind—to one who, in altogether a different way, had done much to benefit our own country and the world. Luther produced a revolution in the religious world, but the celebrated *miner* Stephenson produced a revolution in the commercial world. To Stephenson we were all indebted for many improvements in machinery, but more especially for railways; and to that vast, and still growing trade to which railways have given birth, and on which the future of our country depends.

George Stephenson was born at Wylam, a colliery village, in 1781. He worked as a trapper when six or seven years of age. He was next found picking shale out of the coal, for which he earned 4*s.* per week; then driving a gin horse, at Callerton pit, for drawing coals; then working a drawing engine, at 10*s.* a week. He was now twenty years old, and had received but little education; he could hardly read, but was sharp, active, and ready. When twenty-two years of age, he was breaksman at Wallbottle, where he had 12*s.* per week. He afterwards held a similar situation at Killingworth, where he was remembered by many to this day. It was here he commenced his improvements in machinery, and where he studied the steam-engine. There were three breaksmen at this colliery, and they worked eight hour shifts; when it was George's turn to work by night, he had not much to do, and during these leisure hours he learned arithmetic. He worked very hard to educate his son Robert, whom he sent to school to Newcastle; and, when times mended with him, to the University at Edinburgh. He was always a great supporter of education. In the year 1800, bread was so dear, and times so hard, that he determined to emigrate to America; this design was frustrated in the following way:—Stephenson was one morning going to his work, and he had to pass a newly sunk pit, where they were overpowered with water. He noticed their abortive attempts to get out the water, and his quick mechanical eye saw where they were wrong. He one day said, when passing, "*I* can get that water out." For this he was much laughed at, but was asked to try; he succeeded, and soon cleared the pit. This first brought him into notice as an engineer. He was next found inventing, at least, so far applying steam-power to locomotive engines, that he may be regarded as the father of railways. He was also said to have invented the safety-lamp. Stephenson was a man whom all might respect, and feel proud of; and his son appeared likely to maintain the honour and reputation his father obtained.

The lecturer would now turn to Cornwall for an example of an eminent miner, the county of mines and metals. Cornwall was worked as a mining district for tin between 2000 and 3000 years ago; and, no doubt, from that time to this, had produced many celebrated miners, whose names were now lost in the dust of the past. John Opie, the celebrated painter, was the son of a carpenter, near Truro, and was born in the year 1761; he used to work in the Cornish tin mines. Here he was found by a celebrated man, Dr. Walcot, generally known as Peter Pindar. Walcot wrote, and talked Opie into public notice, and he rose almost at once from an obscure miner in Cornwall to a celebrated painter in London. He made money very rapidly, and was very popular. He died very young, and was buried with honours at St. Paul's, near Sir Christopher Wren and Sir Joshua Reynolds. Opie, unlike many men of genius, was very useful in life. Success was not often a test of merit; it depended frequently upon qualifications the opposite of moral and intellectual worth.

He would now speak of one of the most remarkable men of modern times; one who is remarkable for his age, talents, and character. One to whom the world of science is indebted for many of its most valuable discoveries. A man to whom all countries, and all future ages, are, and will be, largely indebted. A man of the profoundest mind, of the most accurate judgment, of the keenest intellect, and, above all, of the most simple and unostentatious character. He refered to Alexander Von Humboldt, the great German traveller. He was born of noble parents, at Berlin, Sept. 14, 1769, and consequently is now 87 years of age, and is still in the full possession of all his intellectual powers. In Jan., 1779, he lost his father, when he was ten years of age. His education and training, therefore, largely devolved on his mother. Like most great men he had a great, a noble, and a pious mother: a woman of superior intellect and amiable disposition. He was also fortunate enough to be placed under a devoted teacher. He and his brother William applied themselves to learning with the greatest diligence. They laboured until our hero (Alexander) seemed likely to undermine his health, and come to a premature grave. There was a great desire on on the part of Alexander to equal, and, if possible, excel his brother William (who was two years older) in learning. As he grew up, he formed an intimacy with the great and the wise of his day, and especially with our George Foster, who had gone round the world with Cook. Among other sciences, of which he was particularly fond, geology was one in which he took a very deep interest. Geology was then a new science, and he studied it deeply, and was among the first to come out boldly, and defend the great truths which geology unfolds. He became very intimate with Werner, the celebrated German geologist, and this led to his becoming a miner. In the spring of 1790, he made his first journey, chiefly for geological discoveries, through Holland and England, and, on his return, he wrote a useful book, entitled "Mineralogical Observations on the Basaltic Formations of the Rhine." He next applied himself to the study of book-keeping, mineralogy, and botany. We next find him studying under Werner, at the Mining School at Freiburg; this was in the year 1791; here he stopped for one year, and what he learnt influenced him through all his future life. From this school he received the appointment of Assessor of the Mining and Smelting Department at Berlin. From here he went to superintend some new mines at Bagrenth, that had lately been discovered where he entirely altered and reformed the system of mining. He then became a general director of the mines of Bagrenth and Anspach. Here he laboured most diligently, and did all he could to improve the conditions of the miners, and advance the course of science, by the promotion of institutions of a scientific and educational character. He here deeply studied the chemical laws of metallurgy, and wrote several valuable works on geology and mining; several of these, though now more than sixty years old, are regarded as standard works. He held this appointment till 1795—we have, therefore, five years of the life of this truly good man spent in geology and mining. The lecturer went on to notice the further career of the valuable life of Humboldt, his works, &c., up to the present time. He also noticed in a very interesting way the miners—James Hann, Dr. Hutton, Leithart, Ingelby, Bewick, Samuel Drew, Huntingdon, W. Llewellyn, and others; also Hugh Miller, who, if not a miner, was a quarryman.

GOVERNMENT SCHOOL OF MINES.

The lecture on Mineralogy treated of the "Products of Lime." One of the most remarkable of these was arragonite, so called from the province of Arragon in Spain, where it was first discovered. It generally occurred massive, the texture being fibrous, with a silky lustre; it is sometimes colourless, although occasionally it has a brownish or greenish tint; the hardness varies from 3½ to 4, and the specific gravity is about 3. In its chemical composition it is said to contain strontia, this, however, could only be in small quantities, and it does not occur in some of the specimens found in Hungary and Bohemia. A curious question has arisen among geologists how arragonite has been formed. By some it has been stated that when carbonate of lime has been thrown down at a high temperature, arragonite has been found deposited. This mineral had been discovered in the highly mineralised waters of Carlsbad—the waters there being in a state of ebullition, the carbonate of lime became cemented. At St. Helena arragonite fills up the interstices of the volcanic rock; there it forms a fibrous and colourless mass—and where arragonite is formed in preference to calcareous spar, a higher temperature must have taken place. Sometimes this mineral is found in caverns above the sea, as it appears at Tokat in Asia Minor, where it is found in such quantities that it could be employed as marble; in England it is not a common mineral—sometimes it is met with in Somersetshire, and at Alston Moor there is a bed of fibrous variety which is termed satin spar; some of its acicular crystals so much resemble that of carbonate of lead that they are often mistaken for each other. Specimens of each were then exhibited in order to show the similarity between them. At Bilin in Bohemia it occurred in a vein traversing basalt; the most beautiful specimens, however, occur at Eisenerz in Styria, where the branching or corraloidal varieties occur and appear disposed in the form of stalactites on the roofs and sides of cavities—to these are given the name of flos ferri. In Arragon it was first found in large detached twin crystals disseminated in a ferruginous clay accompanied by sulphate of lime it scratches calcareous spar. Carbonate of lime, sometimes called calcite, occurs crystallised in upwards of 800 varieties, originating from an obtuse rhomboid of 105° 5′ and 74° 55′, this may be easily obtained by cleavage, and may occasionally be cleaved parallel to a plane, several models of crystals were then shown, together with diagrams of their faces, and described. Twin crystals are common in this substance; these are generally aggregated together according to certain laws. Calcite often occurs in groups of crystals, sometimes in crystalline marbles, at others in mountain masses, it rarely occurs like arragonite; its hardness is 3, and its specific gravity is 3. In its purest state it is colourless, often of a smoky light grey hue; it is frequently transparent, and is then strongly doubly refractive. The crystals are sometimes vitreous, at others they are opaque, and one variety is found with a rim round it. A species which had been found at Alston Moor, appears as if it had been scratched with a pen by a student to mark the crystalline forms; the colouring matter here is generally ascribed to iron-pyrites. Some very curious and interesting papers on carbonate of lime had been written by Dana, the American mineralogist, which he would recommend to their perusal. Double refraction was one of the most curious characteristics of this mineral; the various modes in which this could be proved were then illustrated. There were different varieties of carbonate of lime; at Andreasberg in the Hartz, six-sided prisms have been found in great beauty. A splendid crystal, from Wheal Friendship, in Cornwall, was exhibited, and its properties pointed out and tested by the goniometer. A variety of this was sometimes distinguished by the appellation of schiefer, or slate spar. This occurred massive, was translucent, yielding easily to the knife, and sometimes possessing a greasy feel; another was aphrite, or earthy foam, which was found occasionally solid, more often in a friable state; this differs principally from the schiefer spar in being less coherent, and is found rather abundantly at at Eisleben in Thuringia, in mountains of stratified limestone. Anthraconite, or swine-stone, which emits a foetid odour when scraped; this is found columnar, granular, and compact, and of various shades of grey, brown, and black, some of the harder sorts receive a hard polish, and can then be employed for the purposes of ornamental architecture; oolite or roe stone is always massive and in beds; when mechanically mixed it is called hydraulic limestone. Portland and Bath stones are varieties of this, and as a building material its properties are generally well-known. Tufa is one of the most impure and porous of all the carbonates of lime, being an alluvial deposit from calcareous springs. Great quantities of this are found near Terni in Italy as well as in some places in Germany; it has the property of encrusting other substances. Pearl spar, or dolomite, so called in honour of the geologist Dolomieu, has a hardness of 3½ to 4½, the specific gravity being 2·95. It is in general of a light colour, but becomes dark when exposed to the air. This, the magnesian limestone, is infusible before the blowpipe, but becomes caustic. It is sometimes called brown spar, and under that denomination is found in large quantities at Alston Moor, with lead; in Cornwall, at Wheal Friendship; at Clausthal, Freiberg, and Schemnitz. In the eastern part of the kingdom, from Newcastle to Nottingham, there stretches a bed of dolomite, or magnesian limestone; the two Houses of Parliament are constructed with this stone, and the Piccadilly front of the British Museum faced with it; this occurs both in the mountain and carboniferous limestone. Sometimes it occurs of a brownish hue, accompanying veins of lead, and is then called a dun stone; it occurs with lead in Derbyshire, and with iron in the Forest of Dean, and is sometimes seen in nodules of the crystals in coal mines. Arkanite is another species, containing carbonic acid, with oxide of iron and manganese—the iron being in the proportion of 32 per cent. of iron, and 50 per cent of lime. He would lastly allude to the variety denominated magnesite, or breunnerite, from Count Breunner. Its specific gravity was under 3, while its hardness varies from 3 to 5. Some elaborate tests of the appearance of the several varieties before the blowpipe were then described, and the lecture terminated.

The concluding lecture, previous to Easter vacation, treated of "Quartz." The hardness of this mineral was 7, the specific gravity being 2·6. It was found in various forms, massive, crystallised, stalactitic, pseudomorphous, granular, and compact, as well as spongiform. It is largely met with in pebbles, gravel, and sand. One of its varieties is amethyst, which differs from common quartz in colour, having a violet tinge supposed to be derived from a small quantity of iron and manganese which it contains. The colour is often white with a variety of tints, and sometimes, as in the case of rock crystal, perfectly limpid and transparent. Chemically it is almost entirely composed of silica, but always with the admixture of other substances, some varieties partaking of this in a greater degree: all are sufficiently hard to scratch glass. They do not yield to the knife; will strike fire with steel if compact enough, and are infusible alone before the blowpipe, though with soda it becomes fusible. Several beautiful specimens of rock crystal had been found of considerable size; there was one at the "Jardin des Plantes," in Paris, 2 feet across; in the cabinet at Vienna there was another, 4 ft. long and 1 ft. broad. Some specimens of this variety from Dauphiné and Madagascar were then exhibited. In the Alpine regions these were generally found in drusy cavities in mica slate; some of these that had a duller tint were occasionally called smoke topazes; many of these had been found at Cairngorum, and from that locality received their designation. Quartz was found in a great variety of conditions, often containing substances of other value. Crystals had been obtained from Tintagel, having in them a mineral called rutile, which was an oxide of titanium; epidote and hornblende were found under the same circumstances. Quartz generally occurred in rocks of a primary character; in the sandstone rocks of our island the crystals of quartz were commonly met with. It often occurred in crystals at St. Gothard, Snowdon and other localities, and some good specimens had been obtained in Ireland and at Bristol, the appellation of Bristol and Irish diamonds being very general. The latter denomination was often set in Irish bog oak, for bracelets and other articles of ornament; good crystals are frequently found in hollows or vughs. The granitic quartz of Cornwall were then alluded to, as well as the crystals of an amethystine colour, which occur in the lead mines of Derbyshire and are worked in limestone. Some beautiful specimens were then shown of varieties from the south of Cork and Wheal Uny; the purple colouring, as he had said previously, was generally supposed to be derived from oxide of manganese—but Fuchs, an eminent chemist, says that its hue cannot be deduced from that mineral. Graphic granite was then described. Quartz found in felspar and porphyritic elvans has been found useful for building purposes, and Mr. Robert Were Fox had in some papers discussed the position and constituents of the elvan dykes near Falmouth. Common quartz was often found associated with gneiss, mica slate, and the conglomerates. Some specimens of Californian quartz were then shown and described. Rose quartz was obtained principally from Siberia; when this was cut and polished it formed a handsome ornamental stone; milky quartz was of the same nature, only differing in colour. The best varieties of this were found in Greenland. Prase, another species, was of a dark green colour, from the admixture of amphibole; this occurs massive, and is found commonly in the iron mines of Breitenbrunn, in Saxony. Cat's eye is a variety of fibrous quartz, with thin filaments of amianthus, which is a species of asbestos. When the stone is cut it presents an opalescent streak of light, something similar to that of a cat's eye; it is very scarce in Europe, its principal localities being in Ceylon and on the Malabar coast. Avanturine is another species, enclosing small laminæ of mica, which, when polished, presents the appearance of being spangled with gold. The most common colour of the base is a reddish brown. Some specimens were then shown from the Restormel Mine of a brilliant colour, which had been coloured by the red peroxide of iron, ferruginous quartz, or eisenkiesel, as it was called in Germany, presents several shades of yellow and red, and occurs both massive and crystallised, consists chiefly of silica, with about 5 per cent. of iron; it occurs in Bohemia, in the ironstone veins in the Hartz, and at Altenburg, in Saxony; it is sometimes called there red jasper. A description of the various subdivisions of jasper were then given, the porcelain variety being quite distinct from either the Egyptian or the striped and ribbon jaspers. The Lydian stone was then alluded to, and its properties fully entered into; of the opal there are several varieties; the hardness is 6½, the specific gravity is 2 or 2·2. The precious opal, which is so well known for the brilliant and changeable reflection of colours it exhibits, is easily broken, but scratches glass, is found at Czervenitza, in Hungary, accompanied by the common opal. Some of the smaller there are crushed up, because they should not become too general, and deteriorate the value. It is found in other localities, but not met with so frequently. The common opal is of various shades, but entirely devoid of the play of colours above mentioned. The fire opal is found with the noble species in Hungary, but is much scarcer. It only shows bright hyacinth and red tints when turned towards the light; its principal locality is Zampan, in Mexico. Several other sorts have been met with, varying in their characteristics, though bearing a general affinity to each other. Agates were impure varieties of calcedony. The brilliant and varied colours of these were so well known that it was not necessary to enter into any further details regarding them. The colour of calcedony were of various shades of white, grey, yellow, brown, green, or blue, but mostly uniform. It is harder than flint, and is infusible. It is found in several localities, the principal being Iceland and the Faroe Islands. The onyx, a variety of this was especially valuable, for the formation of cameos. Plasma is grass green, found in India and China, and is brought here in the shape of beads and other ornaments. Heliotrope, or bloodstone, is well known, on account of its value by lapidaries; by some it has been erroneously called hematite. Chrysoprase is of an apple green colour, and much prized likewise by jewellers; its colour is attributed to a small portion of nickel which is said to contain. At Kosemütz, in Silesia, it is discovered in veins traversing serpenite, accompanied by calcedony, opal, quartz, and pimelite. A species of calcedony, when black, is denominated sardonyx. Cachalong is opaque, of a milk white colour, and found in loose masses on the banks of the River Cach, in Bokhara, from whence it derives its name. Cornelian and agate do not differ much, the former is generally found in nodules of dark grey colour; they are exposed to the sun for some weeks, then placed in earthen pots subjected to heat, and from this process they obtain the various hues. Hyalite is rare, and found in the cavities of trap or basaltic rocks. Siliceous sinter or Kiesel sinter occurs abundantly around, and is deposited by the geysers or hot springs of Iceland. The flint was the commonest variety of quartz; its properties were well known. Large stones of this were found in the chalk formations. The mineral lectures will be resumed on the 27th of April, and the reports continued in the Journal.

Original Correspondence.

CONCENTRATION OF POOR COPPER ORE.

SIR,—Agreeably to your wish, I beg to hand you the following observations on the method used in Germany for concentrating poor copper ores. The following is the result of personal inspection, and will, I think, give mining proprietors a general idea of the process which has within these last few years been so generally adopted in our neighbourhood. Should parties in England wish to use the plan, they can obtain all the detailed information, with drawings, expenses, &c., from me. By the following practical and inexpensive method, used by the Germans in treating poor ores, the copper, even in those containing only ½ per cent., and under, can within ten days be brought into metal fit for the market, at a very remunerative price. The following is the *modus operandi*:—Ore containing on an average 1½ per cent. is first calcined in kilns, mixed with culm; the fumes are driven by means of blast into a flue, and forced by pressure through ore, in pits containing about 100 tons each, which has been calcined and rolled; these sulphurous fumes from the calcining kilns, in passing through the ore, warm it, and act on the oxide of copper contained in it. The ore in the pits is watered at stated times, and turned over; the lye thus formed is returned over the ore, till it is sufficiently impregnated; it is then pumped into the decomposing tank, containing scrap iron, where, in 24 hours, all the copper is deposited; the fluid is run off clear, and evaporated in flues, by flame passing over it, and when concentrated to 40° is set to crystallise; the sulphate of iron thus obtained is very good. The deposit in the decomposing tank contains 88 per cent. of metallic copper, which is melted down in a cupola, with coke, and run into ingots: these are refined on a hearth, with charcoal, and produce the "rose copper," so much valued. A second method is to treat the ore, cold, with muriatic acid, and decompose the solution with scrap iron; this method is adopted for ores containing ½ per cent., and under, which are thus worked to a good profit.

M. AND C.E. (of Prussia).

Mining Journal Office, 26, Fleet-street, April 15.

THE COPPER TRADE, AND THE SMELTERS.

SIR,—On looking over "A Manufacturer's" (Birmingham) sketch or details of the Copper Trade, which "A Miner" (Redruth) roughly handles, it occurs to me that he has done an injustice to the memory of the most liberal-minded man that ever adorned it, when he describes Mr. Thomas Williams as "a monopolist, the only monopolist the trade ever knew." I presume he alludes to the period when that gentleman, having all the influence of the Anglesea copper, had also the consignments made him for sale of the Cornish copper, the miners then smelting their own ores. If he will refer to the prices at that time, he will find the advance made by Mr. Williams was *from* 82*l.* *to* 84*l.* a ton only. Under the influence of large copper coinages, and the reckless competition of the Birmingham Joint-Stock Company for ores, there was again an advance to 100*l.* a ton; and again, from the effects of the war, great activity in our dockyards, and a short supply, copper reached the high price of 223½*d.* per lb., all of which, however, occurred after Mr. Williams had been gathered to his fathers. Moreover, in his zeal to prove that there neither is, or can be, monopoly in the trade, which he declares to be impossible in the very nature of things, he has been led into what casuists call the *reductio ad absurdum*, for he admits Mr. Williams to be the exception to it. Now, *one* instance to the contrary of what he asserts is as good as a million. "A Miner" (Redruth) is very angry, and, like all angry people, very unreasonable. He may rely on it, there are never such good times for the miners as when the smelters were making good profits; the interests of both parties are, in fact, inseparable. Let him (in the words of Lord Bolingbroke) "put on his philosophical spectacles, and through this medium he will see few things to be vexed at, few persons to be angry at, and yet there will be things which we ought to wish altered, and persons whom we ought to wish hanged."

THOMAS IRVING HILL.

Gray's Inn, April 15.

NATIONAL BRAZILIAN MINING ASSOCIATION.

SIR,—I have read with great interest the account in your Journal of the meeting of this association, and I trust that, with your accustomed courtesy, you will permit me to make a few observations upon it. It was stated that endeavours had been made "to carry out an arrangement by arbitration;" but I cannot very well reconcile this with Mr. Oxenford's offer to submit to the decision of any man of standing and respectability. It is further stated that Lord Clarendon had instructed Mr. Scarlett to afford every assistance in his power: it is not mentioned, however, what kind of assistance he was to give. Was it to help Mr. Hitchens to dig up the gold? Was it to bribe or intimidate the Brazilian judges? As I myself have resided in Brazil, I know the extreme sensitiveness of the Brazilians in regard to foreign interference, and also the great delicacy of the British Government in meddling with their judicial institutions; and therefore I am sceptical not only as to any such order having been issued from the Foreign Office, but also of its being useful, if issued.

In respect to Messrs. Collings and Co.'s mortgages, if it is a tangible and valid instrument, why did they not impound the 12,000*l.* which we are told has been secured to the association? And if it has been so secured, why cannot they be paid off from this fund, to save the necessity of calling upon the shareholders for the purpose. But it is evident that the real motive is to raise money for the purpose of paying off the Chancery expenses, as I said on a former occasion, "uselessly and ignorantly incurred."

In respect to Mr. Hitchens having got possession of the properties, and being actually at work on the Cocaes Mine, the produce of which was being sent to Messrs. Collings and Co., it surely would have been proper for the manager and receiver in England to have placed the despatches on the table of the office for the perusal of the shareholders, which I understand has not been done.

I therefore sometimes incline to the opinion that all these statements will prove to be unfounded, and that the Del Rey comedy having failed, the "pig in a poke" is introduced in a new character.—*Leeds, April 8.*

A SHAREHOLDER SINCE 1835.

NORTH BRITISH AUSTRALASIAN v. AUSTRALIAN COMPANY.

SIR,—I have just received the annual report of the above company, and am gratified to learn the progress this concern is making. Now that the mine at Kawau is annihilated, we may live to see this company rank as one of the first of Australian investments, especially if the management (working, of course) continues as respectable and as economical as hitherto. With regard to the cost of the London management, this company will bear favourable comparison with either the Australian Agricultural, Peel River, or Scottish Australian Investment Companies. Indeed, I am astonished to see the difference, for, from recollection, I can state that in two cases the expenses in this branch are almost double the North British Australasian Company, and in the other instance at least one-half more. Another remarkable feature our company possesses is that this outlay is covered by receipts from commissions, &c.—a gratifying position which the other companies cannot boast of. In fact, one company highly spoken of, whose management expenses are excessive, has not even the labour of importing produce which might warrant such an exorbitant outlay.

One word more. Can the directors' allowances be diminished in these companies? Even ours seems high, only 400*l.*, against the salaries of managers, secretary, clerks, &c., of 510*l.* To me this proportion is unjust, in a company whose profits are upwards of 14,000*l.* for last year.—*April 16.*

A SHAREHOLDER.

BLACKBAND IRONSTONE IN AMERICA.—A long-continued search has been made in the United States for this description of iron ore, but until October, 1856, it had not been found of an extent and quality worthy of remark. At that period, Profs. Owen and Newbam, of Indiana and Lackawanna respectively, whilst examining the new bituminous coal in McKean County, Pennsylvania, discovered the regular seam of this mineral forming the roof of a 5-ft. vein of cannel coal, and giving undoubted evidence that it covers a great portion of that coal field. They suspected that some of the slates of the coal veins might be saturated with iron, because in no part of the state was limestone of other varieties so plentiful as in McKean County. The vein is 8 ft. thick, and one bench of it (18 in. thick) yields by analysis 43¼ per cent. of iron.

THE EAST SUFFOLK RAILWAY.

THE ANONYMOUS PAMPHLET.—We resume our examination of this scurrilous and libellous pamphlet, which, as we stated, has been forwarded to the influential members of the London clubs, with the manifest object of preventing the construction of the proposed line from Pitsea to Colchester, and of raising a prejudice as well against the *bona fides* of the offer of the contractors who are willing to make the line, as against their commercial status, their public worth, and even their private character. And let it not be forgotten that the scurrilous and libellous matter contained in this anonymous publication first appeared in the columns of a railway contemporary, the proprietor of which has been for some time past the opponent of Mr. Waddington, the late Chairman, and the friend and advocate of the present Chairman of the Eastern Counties Company; that the proprietor of the journal mentioned has had his reward in his very recent election as a member of the Eastern Counties board; that the anonymous pamphlet was ushered into public notice with the name of Effingham Wilson as publisher, and that that gentlemen has declared by public advertisement that his name has been fraudulently attached to the work. The knowledge of these facts may be all that is necessary to convince some persons that the anonymous pamphlet should be looked upon with suspicion; and an attentive perusal of its contents would satisfy others that its virulent personality justified a strong doubt as to the worth of any of its statements; but we venture to think that the majority of persons—however manifest the animus, and however strong, continuous, and objectionable the abuse that pervades its pages—will scarcely be able, in the absence of facts and figures, to divest themselves of a belief that statements boldly made, and figures prominently put forward, can be wholly without foundation. It is to these persons we address ourselves, and we believe that before we have done with our railway contemporary, the anonymous pamphlet, and its author, or authors, we shall have satisfied the latter parties that they cannot, whenever they please, endeavour to "make the worse appear the better reason."

The anonymous author has greatly improved upon the advice given to counsel by a solicitor, who had no defence to the case in which he was engaged—viz., "abuse the plaintiff." He not only abuses the contractors who offer to construct the Pitsea and Colchester line, but with the most unblushing effrontry absolutely imagines, fabricates a case for the purpose of justifying his abuse, and contrary to the usual course of things, where premises are laid down and conclusions arrived at, this anonymous writer, like "Slashing Bentley with his desperate book," devotes the greater portion of 20 octavo pages to a cunning and elaborate attempt to induce the reader to believe that the offer to construct the extension from Pitsea to Colchester originates in railway rascality equal to any that has ever been perpetrated in the United Kingdom. The contractors are charged with having spun a "web of cajolery;" they are "scheming sophists," who are "decoying the ignorant into a muddle;" the scheme is a "bold specimen of railway humbug;" it has been proposed on the "stand and deliver principle;" "Agar would be glad to repeat such an operation to any imaginable extent when he regains his liberty, as would any one—aye, every-one of his equally honest associates at Portland;" it is "heads I win tails you lose;" "it is Hudsonian *olla porrida*;" it is "like the strolling glazier, who smashes the glaze in a country village in the night, and calls next day, putty in hand, to tender his services;" and, after much more convincing language of the same character, "Anonymous" proceeds, upon these irresistible premises, to draw his conclusion that the Pitsea and Colchester line, if ever made, will produce literally an unknown quantity in the shape of remunerative return—that is, he resorts entirely and absolutely to pure and positive invention.

Let us state the case of "Anonymous." The line from Ilford to Southend is 36½ miles in length, and the amount payable to the contractors for making it was 530,000*l.* Now, the land conveyancing, rails, sleepers, and materials for the permanent way necessitated an expenditure of 396,500*l.*, leaving 133,500*l.* for earthworks, the pontoon at Tilbury, steam-boats for the ferry stations, bridges, Parliamentary expenses, &c.; but "Anonymous" declares that the works could have been made for 6000*l.* per mile; that the contractors have profited to the extent of 300,000*l.*; and he proceeds to show, by a tabular statement, that if the assumed profits on the proposed extension from Pitsea to Colchester, on the Eastern Counties, were invested in Consols that the contractors would, although the line might yield only 3 per cent. nett, yet be able, from the interest of the sum invested in Consols, to make up the deficiency of the guaranteed 6 per cent., and at the end of their 21 years' lease find themselves in pocket 38,000*l.* Other tables are given to prove what the contractors would secure if the nett dividends were only 2½ or 2 per cent.

We repeat that this asserted profit of 300,000*l.* by the contractors is a pure invention, put forth for the purpose of justifying the disgraceful personal "premises" preceding it; but it is upon this invention that the anonymous writer proceeds to show that, while the projected Pitsea and Colchester Extension cannot possibly yield more than an almost inappreciable amount of, if any, nett profit, the contractors offering to construct it for a given sum per mile, will realise such a profit as will enable them, by a supposed hocus-pocus investment of such profit in Consols, to pay 6 per cent. per annum for 21 years, and even then have a large surplus for themselves. We request our readers not to forget—for all of us forget important facts, and too often forget them—that the whole of the anonymous author's position, that the Pitsea and Colchester line has been projected with a view of putting enormous profits into the pockets of the contractors who were to make it, is based upon the scandalous invention that a line (viz., the London, Tilbury, and South End) the land and conveyancing of which cost 5000*l.* per mile, was made for 6000*l.* per mile.

But our anonymous author, who invents wholesale on points on which he presumes his readers are utterly ignorant, even ventures to declare black is white, on matters where published official documents prove the "lie direct." He asserts that the best possible proof that there is no chance of any surplus profits being divided between the shareholders and the contractors of the London, Tilbury, and Southend line beyond the guaranteed 6 per cent. is to be found in the fact that Sir S. Morton Peto offered to surrender "his half of nothing (*i.e.* the moiety of the surplus profits) to his dupes, in exchange for a half per cent. less dividend during the term of the lease." Now, the *fact* is that the honourable baronet, at the meeting of the company held on Oct. 30, 1855, offered to increase the guarantee to 6½ per cent., if the shareholders would relinquish *their* moiety of the surplus profits beyond 6 per cent. Surely the recently-elected Member for Abingdon, who is the proprietor of the *Railway Times*, and a director of the Eastern Counties board, should at once confess that he has humbled his journal when he made it the vehicle for the dissemination of the grossest possible misstatements, inventions, and libellous attacks, and all for the evident purpose of party objects, and the blackening of public and private character.

RAILWAY TRAFFIC.—The Traffic Returns of the Railways in the United Kingdom for the week ending April 11, which was Easter week, amounted to 440,291*l.*, and for the corresponding week of 1856 to 407,375*l.*, showing an increase of 32,916*l.* The gross receipts of the eight railways having their termini in the metropolis amounted for the week ending as above to 187,023*l.*; and for the corresponding week of last year to 170,564*l.*, showing an increase of 16,459*l.*

The increase on the Eastern Counties amounted to 4199*l.*; on the Great Northern, to 357*l.*; on the Great Western, to 2267*l.*; on the London and North-Western, to 2006*l.*; on the London and Blackwall, to 81*l.*; on the London, Brighton, and South Coast, to 2136*l.*; on the London and South-Western, to 1098*l.*; and on the South-Eastern, to 3315*l.*; total, 16,459*l.*

The receipts on the other lines in the United Kingdom amounted to 253,268*l.*, and for the corresponding period of 1856 to 236,811*l.*; showing an increase of 16,457*l.* in the receipts of those lines, which, added to the increase on the metropolitan lines, makes the total increase 32,916*l.*, as compared with the corresponding week of 1856.

ENGINE MANUFACTURING IN PRUSSIA.—In Bersig's locomotive manufactory, the most important of the engine manufacturers of Berlin, which, all branches taken together, may amount to 40 in number, the 798th locomotive has just been completed. This manufactory, during the comparatively short time of its existence, has produced of locomotives alone a value of about two million pounds.

THE THOUSANDTH LOCOMOTIVE IN MANCHESTER.—It having been stat in several papers that a Newcastle-on-Tyne firm of engineers had their thousandth locomotive in hand, it is only an act of fairness to Messrs. Sharp, Stewart, and Co., of the Atlas Works, Manchester, to state that they have their thousandth locomotive in hand. This shows the enormous progress of railway system, it being only 26½ years since the first passenger railway, the Liverpool and Manchester line, was opened to the public, in Sept., 1830.—*Manchester Guardian.*

RAPIDITY OF THE SCREW.—The *Christina*, a merchant screw-steamer of 930 tons burden, built by Mr. John Pile, of West Hartlepool, left that port on her first trip, and reached Liverpool, a distance of 1100 miles, within four days, steaming the distance throughout at the average rate of nearly 12 miles an hour. Her engines are nominally of 110-horse power; cylinders, 42 in. diameter; stroke, 2 ft. 6 in.; and she is propelled by a three-bladed screw, 12 ft. diameter, with variable pitch. The engines, made of the best materials, and of very superior workmanship and finish, were built by Messrs. Hawks, Crawshay, and Sons, who were among the first in the North of England to build marine engines; but the above speed, attained by the screw, surpasses that of any of the many paddle-steamers which they have fitted with engines.—*Gateshead Observer.*

AUSTRALIAN GOLD PRODUCE.

The amount of gold forwarded by escort during the year just ended exceeds, by several hundred thousand ounces, that of any previous year in the history of the gold discovery in this country. Gold was first discovered in the month of August, 1851. The quantities put down to 1851, 1852, and 1853, include the amount received by the Victorian Gold Escort Company, and also that taken by Adelaide escort, which was discontinued at the end of 1853:—

1851.	1852.	1853.	1854.	1855.	1856.
104,153 ozs.	2,086,719 ozs.	2,189,613 ozs.	1,816,543 ozs.	2,194,941 ozs.	2,594,503 ozs.

During the same period we have exported as follows:—

1851.	1852.	1853.	1854.	1855.	1856.
145,147 ozs.	1,974,974 ozs.	2,497,733 ozs.	2,144,699 ozs.	2,751,405 ozs.	2,979,400 ozs.

Both from the escort receipts and export returns, 1856 shows an increase on 1855 to a greater extent than 1855 showed on 1854. The gold export of 1856 thus reached the unprecedented amount of 3,008,281 ozs., which, at the rate of 4*l.* per oz., amounts to 12,032,124*l.*, being the present annual value of the produce of the gold fields of Victoria. The total quantity of gold shipped during the five years and few months, since the period of the gold discovery, amounts to 12,493,348 ozs., which, at the rate of 4*l.* per oz., will make the enormous sum of 49,973,392*l.*, or within a fraction of 50,000,000*l.*

THE IRON MANUFACTURE IN AUSTRALIA.

The highly valuable ores of iron which have been discovered in South Australia appear to be at length attracting attention, and from their extraordinary richness, their capability of being converted into metal of the finest quality, and from the presence of abundance of fuel, it would appear really marvellous that this branch of industry should have been so long neglected. A colonial contemporary, alluding to the subject, observes that "the expensive character of the labour which the various processes of the manufacture require has been an insuperable obstacle to the profitable use of the treasures which Nature has so prodigally strewed at our feet. The cost of labour alone has hitherto rendered it convenient to import material which, under other circumstances, they might have produced in abundance of equal, if not of superior, quality within our own boundaries." The process of Mr. Bessemer has been the means of awakening the colonists from their lethargy, and thus, as was long since stated in the *Mining Journal*, thanks are due to Mr. Bessemer for the stir he has made in the trade, although he has failed to do anything more than slightly improve the mode of refining pig-iron.

Attention having, however, been once thoroughly directed to the manufacture of iron, it cannot again sink into obscurity, and henceforward the South Australians will find themselves engaged in an industrial occupation far more remunerative than gold mining—a most valuable manufacture, one which will not only furnish employment to a class of labourers hitherto useless there, but which will also facilitate most materially the operations, and diminish the cost, of other industrial processes. At this particular juncture of their history no scientific discovery could have been more serviceable. The demand for iron will be immensely increased there by the system of road-making to which all their leading politicians are favourably inclined—that of railways. Indeed, if it be found that their iron ores can be cheaply smelted and profitably manufactured in the colony, the question of the comparative merits of iron and macadamised roads will be to a great extent decided. It is needless, as it would be impossible within reasonable limits, to point out all the benefits which the power of converting their ores into iron more cheaply than they can procure that metal from extraneous sources would confer upon this community.

With a view to assist the development of the proposition, Mr. M. M'Dermott made an appeal to the Government to resuscitate the commission which was issued during Sir Henry Young's administration, to ascertain the practicability of smelting the iron ores of the colony. Mr. M'Dermott, in his letter, says:—"The probability of an extension of railways and water-works in this province requiring an enormous quantity of iron, and the possibility of that metal being manufactured here, has occupied my attention for some time; but having no practical knowledge, I attached little value to my own opinions on the subject. During my recent visit, however, to the smelting works at Kooringa, Apoinga, and Kapunda, I conversed on the subject at considerable length with the managers of those establishments, the Messrs. Motley, Thomas, and Jones, who all appeared to be of opinion that, owing to the richness of our iron ores, averaging from 50 to 70 per cent., and consisting chiefly of oxides and carbonates, which are most tractable in course of fusion, a superior metal might now be produced here with profit in favourable localities. Ores of 30 per cent. are considered rich in England."

Mr. Motley has been employed from an early age at his father's works, and thoroughly understands the business. He recommends the manufacture of rails, and informed Mr. M'Dermott that a rolling machine and engine, complete for making rails, could be shipped in England for 4000*l.* The appeal appears to have been well received by the Chief Secretary, as in his reply he states he considers Mr. M'Dermott's suggestions relative to the manufacture of iron in the colony to be highly interesting, and that they will meet with careful consideration. It is, however, a matter in which no practical steps can be taken without parliamentary sanction, as there are at present no funds at the disposal of Government for the working of a commission as proposed. It is further to be remarked that the orders for all the materials for the railways already sanctioned have already been supplied, and that the order for water-pipes cannot be delayed until the establishment of a foundry in the colony. It will thus be seen that whilst the Chief Secretary acknowledges the full importance of the subject, he feels unable to do anything without parliamentary sanction. This is a matter of course, but it is a deficiency which it will be easy to supply. This state of affairs is not unfavourably regarded by the colonists, who confidently anticipate that great benefit will arise from the development of the iron manufacture in Australia.

MINING IN JAMAICA.

The *Colonial Standard* of March 26 says—"In mining matters the accounts are more than usually satisfactory.

WHEAL JAMAICA.—The mining agent at Charing Cross reports, under date March 24—The south stopes in the back of No. 1 level are still looking exceedingly well, yielding on an average about 15 cwts. of ore per fathom. The lode in No. 3 end continues regular on the well-defined walls, but unproductive. The lode in the end of the 50 fm. level north is about 5 ft. wide, with a very fine branch of ore, 6 in. thick, yielding from 15 cwts. to 1 ton of ore per fm., and improving. The lode in the rise in the back of this level is yielding 10 cwts. of ore per fm., and looking well. The lode in the 50 south is about 4 ft. wide, with a splendid branch of ore, 9 in. thick, consisting of rich yellow sulphuret of copper, thickly coated with black oxide of copper and spar, and at present yielding 1½ ton of ore per fm., with every prospect of further productiveness. The ground in Nethersole's 65 fm. crosscut continues moderately easy for driving. In the dressing department, we are progressing well. During the last fortnight, we have been able to get 4 tons of ore per week ready for market, and if present appearances of the mine continue, we shall most likely be able to increase the amount.

ELLERSLIE AND BARDOWIE.—Capt. Arthur reports that the lode in the shaft at Salisbury Plain becomes richer as he sinks. Samples of ore at present depth exhibit a material improvement, and as the lode is a powerful one, there is very little doubt that the mine at Salisbury Plain will, at no distant period, be one of the most productive in this hemisphere.

CLARENDON CONSOLS.—We are without any authenticated accounts from Stamford Hill, but reports are current that a much improved appearance has manifested itself within the last few weeks, and that some shoots of ore have been reached in the 45. The confidence manifested by the shareholders in London, at their late meeting, is, we are confident, fully justified by the character of the mine; but, as Mr. Gladstone stated at the meeting, a successful result can only be obtained by perseverance and scientific working. We are happy to learn that it is in contemplation of the shareholders to send out a scientific commissioner to examine the mine. We are satisfied nothing else is needed to ensure its continuance.

GOLD IN SOUTH AUSTRALIA.—In our last we referred to the discoveries of gold in this colony, and in alluding to the subject, Mr. B. H. Babbage states that the sea happening to be remarkably low at Port Elliot he had a good opportunity of examining a portion of rocks which is usually covered by the water, and found a mass of hornblende protruding beneath large boulders of granite. In crossing from Port Elliot to Yankalilla granite shows itself amongst the Bald Hills, whilst between Yankalilla and Rabid Bay it is again found largely developed in the Big Gorge. He directs the attention of parties wishing to prospect for gold to this district, and considers it the only place in the colony, the geological conditions of which resembled the gold fields. Mr. Alfred Hallett, with the view of establishing quartz crushing machines, says he has directed his attention to the subject since the latter end of 1853, when he forwarded specimens (about a ton) of surface quartz, from property belonging to the Worthing Mining Company, to London for assay. The ore was analysed by Dr. Collyer, and the result was a yield of gold from one lode of 1 oz. 3 dwts. 6 grs., and from another 1 oz. 6 dwts. 16 grs. to the ton. A second trial was made and produced equally satisfactory results, but gold-crushing was deferred until some simple and profitable mode was discovered for working. As in Victoria, surface work is merely the indication, and it is not until they are down a few fathoms that they consider the reef as proved. Mr. Hallett suggest that instead of fixing a machine in Adelaide, the commission should cause it to be worked on the spot where gold is known to exist in various localities, and that they should employ men to sink and complete the operation. The diggers engaged in explorations in the neighborhood of Echunga intend to dispatch a couple of prospectors immediately, to the localities indicated by Mr. Babbage as likely to be auriferous—the hundreds of Encounter Bay and Yankalilla.

GOLD MINING AT BALLARAT.—Advices from the colony state that, at the different leads in this locality the diggers have commenced mining in a systematic manner. Several shafts have been sunk by parties to a considerable depth. At one of the claims held by a French company they are about to erect a 30-horse power engine. At Durham lead, several nuggets have been found, from ½ an ounce to 4 ozs. in weight, the washstuff yielding a fair prospect. The Kangaroo Company have put up engine, which cost 1200*l.*; and, according to all received accounts, the miners are well-behaved, and the property worked in an efficient manner. Many of these associations it appears are conducted in a manner which would not disgrace any establishments in the mother country; thus affording a marked contrast to several of the attempts which have been made by London gold scheming concoctions to carry out mining with associated enterprise, but which have only proved signal failures, and rendered the names of British miners a bye word and reproach.

MINING IN SOUTH AUSTRALIA.—The operations at the Kapunda Mines continue to be carried on vigorously. About 250 persons have been variously employed during the past winter upon the different works. A new mine, of very promising character, has been opened at Mount Remarkable. Smelting works have been erected at the Kanmantoo Copper Mines. A Limited Liability Bill has been passed by the Legislature, the effect of which, it is expected, will operate favourably upon mining enterprise.—*Adelaide Observer*, Jan. 10.

ROSEWALL HILL AND RANSOM UNITED MINES.

The publication of the prospectus of these mines having come under the notice of an ancient worker, now located in South Wales, he has furnished the following information, which has been deemed so important as to induce its circulation through the Journal:—

Great Covarch Mines, Dinas Mowddy, April 2.—I went to work in Rosewall Hill, in 1809, as a boy, to whee letuff from the Betsey winze, then called the deep bottoms—6 men took these bottoms on tribute, to clear the winze 10 fms., and the stopes eastward to the end of ground about 10 fms.—no tut work; the stuff was wheeled to Penberthy's shaft 20 fms. west, the shaft plat 12 ft. above the bottom of the said shaft, leaving a fork for the machine barrel which drew the water 22 fms., thence to Harris's engine-shaft west. In working the stopes east we came on a shoot of tin ground, the lode producing rich work, and a fair size for about 6 fms. in length; having overrun this shoot stoping east, we had to sink another winze, which was sunk about 10 fms., when the tin ground was again worked out of hand, and the air deplorably bad—any breakage to the engine taking place we had to draw out the water, which sometimes filled the two winzes and works—and for this no allowance was made. At this time there was a large bunch of tin of long standing, 10 fms. east of our eastern bottoms, called Joyfull's bunch, towards which we commenced driving to cut out the party sinking on the great shoot as was the custom, "point against point," but for want of air we did not reach the run of tin ground I notice. The growing water was just nothing at that time; a new shaft was commenced from surface, which was also opened at different levels. After this I worked on tribute on Joyfull's bunch for several quarters; 10 of us used to raise about 1300*l.** worth per quarter—the work making about 20*s.* to the machine kibbie, on which we computed our gettings; we had generally to draw the stuff 15 fms. with winzes, and always deeper than the shaft. This shoot of tin is worked generally 8 or 10 fms. in length, but it was never overrun by driving east; I was in this pitch when the carbona was intersected, on which we worked northward about 8 or 10 fms from the regular lode, 6 fms. long, and 3 fms. high, the shoot inclining east of north, the ground capely, with bunches of good tinstuff, just all saving work. I do not know if any one of the ten I allude to is living but myself, or I could give you reference to them. There were two levels driven east from shaft under the junction of the carbona, which produced but little tin, as in my opinion they did not extend far enough east for the run of tin ground—there is no level driven east into this ground, until you come up to what was called Sampson Chellew's level,† which is about 40 or 50 fms. from adit;—this level is driven entirely over the shoots I allude to, and into a shoot of tin ground very red, some 50 fms. from engine-shaft—the lode large—the work now worth 10*s.* per barrow. Sampson Chellew and boys (with others), worked in the back of this level for years, and were just all choked for want of air. I am not aware that anything was done in this shoot of ground below this level, but I am sure it was never worked on any level under, driven from the engine-shaft. It is worth consideration for opening the ground east of the engine, as to the advantage of a good drawing shaft, 60 or 70 fms. eastward, which would soon be down in tin ground, and plenty of it, and afford good ventilation. The engine-shaft is from adit to bottom, but in some places rather small for the present mode of despatching the stuff. You have no doubt computed about the time in making a communication from one mine to the other at deep levels, and perhaps you have fixed on what I have taken the liberty to suggest about the shaft in question, and I am satisfied that it is the quickest way to be in a living condition, while other work is being carried out as you have arranged, and be a great advantage to the upper pitches for many years.

Your remarks are quite right about former management, the state of the drawings, shafts, and footways, was most deplorable—no cross cut in the mine.

RANSOM.—I worked in this mine a few months on tribute, stoping about the whim-shaft—taking the shaft down, for which we had 20*s.* per fm. for squaring the shaft. There are several shoots of tin in the bottom and ground favourable, but the lode generally coarse, at the same time if the tin was at its present price, the tin-stuff would be equal in produce to that of many mines now working with profit.

Capt. Treweeke, St. Ives. JOHN KERNICK.

Messrs. Powell and Cooke have forwarded us the following remarks upon the business of the week:—

The market has not exhibited much change since our last. In the absence of business prices have declined, in many instances to an extent not justified by an actual depreciation in the value of the different mines participating in this depression. There is generally an indisposition on the part of the public to buy when prices are low. We feel persuaded, however, if attention were directed to good dividend and progressive mines, at present market prices, good profits would result from an outlay of capital. An interest in each or the whole of the following mines would prove highly remunerative during the coming three months:—Dividends: Par Consols, Fowey Consols, West Basset, North Basset, Wheal Margaret, South Frances, West Seton, Drake Walls, and West Caradon.—Progressive: North Frances, West Fowey, North Koskear, East Alfred Consols, Great Wheal Alfred, Kelly Bray, Wheal Grenville, Virtuous Lady, Wheal Bedford, Great Hewas, Catherine and Jane Consols, and Porkellis United.

GREAT WHEAL ALFRED.—The late accident at this mine, by the breakage of the surface bob at Field's engine-shaft, on the 9th inst., at a period when the prospects were daily improving, is to be regretted. The expense of a new bob, of larger dimensions, will be about 150*l.*, which, together with its being replaced, and forking the water from the mine, will incur a loss to the company of about 1000*l.* to 1500*l.* The shares previous to the accident were saleable at 8*l.*, but have been driven down nominally to 6*l.* At the former price the mine was considered very cheap, by good authorities, of practical experience. We, therefore, consider the shares have been unduly depressed, to an extent not warranted by the accident. Having taken an interest in the progress of this mine, we still look forward with confidence to its becoming a great and lasting concern; and all those holding shares at high prices would do well to purchase at the present extremely low quotation; for we feel assured the mine will flourish through evil and good report. The chance of a similar accident in future will be obviated by the setting to work of the splendid new 60 in. engine at Copper House shaft; and we hope to have the pleasure in our next of stating that the large 90 in. cylinder engine is in full work again, drawing water, &c., from Painter's shaft.

NORTH BASSET has experienced a great decline in price—viz., from 34*l.* to 24*l.* per share, within a few weeks. We can hardly fancy that the falling off in the prospects of this mine justifies the immense drop in the price of the shares. We are informed that the mine has been inspected recently for a private shareholder by an agent, who reports that the reserves are not so large as estimated by the resident agent of the mine. It is notorious, however, that this company, from the commencement of its operations, has had the credit of working the mine in a legitimate manner. And, with all due deference to the inspecting agent, we consider the resident agent of any mine (that he has managed for a lengthened period) should be the best judge of the value of reserves. We cannot conceive it possible that an accurate estimate can be formed by a casual and hasty inspection by any agent, however high he may stand as a mining authority. There seems, however, a disposition of late on the part of certain inspectors to report coldly, if we may so term it, on almost every mine they inspect. Now, while we have no desire to see false statements made, we consider that agents should be a little hopeful in their views. Were it not for the hopeful feeling of Messrs. Hitchins, Field, and Lyle, very probably neither Devon Consols, Alfred Consols, nor North and West Basset would have afforded such benefit to the community at large by the production of their vast mineral riches. With such examples as these before them, it encourages all interested in mining pursuits to be patient, and to persevere even under great difficulties.

In the CHANCELLORSVILLE GOLD MINING COMPANY shares a very large amount of business has been doing during the week. Being in the locality of the company's works at Frodsham a few days since, we took the opportunity of visiting them. We found the machinery in a forward state; and, from the description given by the manager (who seems confident of success), nothing appears to be left undone to make it effectual for the extraction of gold from quartz, &c. The result of their operations is looked forward to with intense interest, not only by the proprietors, but by mining men generally. Should it prove successful, it will cause a new era in mining, there being no doubt about the existence of gold in quartz both in England and Wales, but the difficulty hitherto experienced has been the want of an efficient machine for its extraction.

Mr. Lelean communicates the following information:—

The following mines are still mentioned as worthy attention:—Providence, Trelyon, Margery, South Caradon, Wheal Wrey, Pendeen, Par Consols, East Providence, Ludcott, Craddock Moor, Edward, Wheal Kitty (Lelant), Wheal Mary Ann, Margaret, Molland, Carnyorth, Botallack, Camborne Vean, East Margaret, Balnoon. Amongst the dividend mines Providence ranks first. In about three weeks hence there will be a dividend of 2800*l.* (5*l.* per share), and the mine continuing to look well. About 12 months ago 50 of these shares were thrown upon the market at 50*l.*, since which 24*l.* per share has been paid in dividends. The present price is 90*l.*; dividends payable quarterly. For speculative investment, Pendeen Consols holds out extraordinary inducement. This concern is situated in the same channel of ground as the Botallack and Levant, and is about one mile from the former and half a mile from the latter. The lode is in the shaft, from which rich stones of copper ore are being raised; and from current reports, received during the week, it is not improbable that the value of this mine will advance to 100,000*l.* within a few weeks. This undertaking is divided into 4945 parts, and the dealing price only 1*l.* 17*s.* 6*d.* to 2*l.* Balnoon is watched with peculiar interest by those resident in the neighbourhood, and it is anticipated a great rise must ere long take place. Molland, a mine in the north of Devon, divided into 10,000 shares, selling at 2*s.* 6*d.* (22*s.* paid), will soon attract attention. The 5 fm. level is worth 7*l.* 5*s.*, the 20 fm. level 8*l.* 10*s.* per fm., and the ends looking much better. On March 21 we predicted that Great Wheal Alfred shares (at 9*l.* 10*s.*) would go considerably lower: how far our judgment was correct may be ascertained from the fact that shares are now obtainable at from 5*l.* 5*s.* to 5*l.* 15*s.* The same remark would apply to North Basset, on March 7 these shares selling at 30*l.*—the present quotation 24*l.* 10*s.* to 25*l.* At North Robert, there is a falling off in the returns. At North Trelawny, they have cut the lode in the bottom level, which is poor. We have pleasure in announcing a discovery in Wheal Margery, in the 50, west of American shaft, worth 15*l.* per fm., and still improving. A flattering report is given of East Providence; we recommend our friends to invest therein at once. It adjoins the Providence Mines, and several east and west lodes have been intersected. A 30-inch cylinder engine will be sufficient to give the mine a fair trial and stamp the stuff for years to come. Chancellorsville shares have experienced further rise, of 2*s.* 6*d.*, and are now in demand at 9*s.* 6*d.* In the event of the question being settled at Lady Bertha (with Capt. Gosse), there is little doubt of these shares moving up in the market. From Ludcott, it is reported they have cut the lode in the 30 south, worth 1¼ ton per fm.; in the 20 north it is worth 8 cwts., and in the 20 south 6 cwts. per fm.

ANGLO-CAMBRIAN MINERAL WORKING COMPANY.—A petition has been presented on behalf of several of the shareholders to investigate and wind-up the company's affairs. It was formed some time previous to May, 1856, to separate minerals and metals from ores, and for smelting, on the Cost-book System, and carried on business for a considerable time without any profit, the chemical processes employed for separating the ores proving unsuccessful. The liabilities, as far as yet ascertained, amount to 1000*l.*, the assets to 270*l.*, and the value of the machinery and plant is estimated at 300*l.*

ASHBURTON.—Many of the mines present a more cheering appearance than recently. Wheal Emma still looks well, and a fine lode of copper is being taken from the mine. Wheal Wrey bids fair to be equal. The Queen of Dart is improved. Silver Brook also. The Arundel and Old Owlscombe will shortly be in full work. On the whole this district bids fair to shortly become an extensive mining locality —*Plymouth Paper.*

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* At this day it would exceed 2600*l.*

† This level is about 45 fms. under the adit, under which no regular levels were driven.

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

MINERAL PHENOMENA IN DEVON.—A mine has been lately re-opened in the parish of Bridestowe, about 10 miles from Tavistock; the soil is chiefly slaty, with limestone, a curiously crystallised compound of lime and iron, and a considerable quantity of a kind of lignite, but without any traces of organic structure. The mine is entered from an abandoned limestone quarry on the side of a hill sloping south-west. The adit is on the upper part of the quarry, and is driven nearly north. At its re-opening last year, the following were its most remarkable features, several of which remain to this day. On entering you were first struck by the sudden rise, few feet, and that at not a cold season of the year. The quantity of carbonic acid was so great before the ventilation by means of a shaft had been effected, that at times it extinguished a candle; and in digging the shaft the labourers were unable to work for more than half-an-hour at a time. On thrusting a knife or iron tool into any part of the soil where there is moisture, it becomes coated in a few seconds with metallic copper, and wherever the soil is dry, pieces of sulphate of iron and copper are frequent, their bright colours contrasting with the deep black of the matrix in which they are imbedded. Metallic copper may also be picked out from the carbonaceous soil of a peculiar granular texture, different from the beautiful crystallised copper usually met with, and seeming to have been deposited molecule by molecule. On penetrating further into the adit, to where the water finds its way from above, you first notice its strong acid reaction, and then you come upon a formation which is, perhaps, the most striking feature of the whole. Hanging from the top, lining the sides, and lying in quantities at your feet, is a substance varying in colour from white to bright orange, and here and there delicate brushes of "hair salt" (not the magnesian), a salt which is also seen in other parts stretching its web-like lines from stone to stone. These stalactites are an iron alum with a small quantity of copper in them. The hair salt, which I have not yet analyzed, in all probability contains neither copper or iron. The cause of all these phenomena I believe to be the following:—In the hill above the mine, not far from the surfaces there is a course of iron and copper pyrites, which is gradually oxidising. Hence the origin of the suphates of iron and copper which are brought down by the drainage, of the sulphuric acid found in the water, and partly of the great heat which is still notiiceable in spite of the ventilation. The sulphuric acid in passing through the slaty soil gathers alumina, and the salt so formed dissolved in hot water with the sulphates of iron and copper, reaches the adit. There it comes to the air, the solution cools and deposits the alum. Part of the sulphates coming at other points in contact with the lignite are slowly decomposed, the copper being reduced atom by atom to the metallic state, thus giving rise to the granular structure which it invariably has, while the carbonic acid, so plentiful in the mine when re opened, is also accounted for, and another source of heat is likewise found. But whether this theory be correct or not, the facts are such as I have stated, and in a chemico-geological point of view they are so interesting that I know of no mine that can compare with Wheal Hamelin. It will well repay the trouble of a visit to persons interested in phenomena of this nature, and I am sure that by applying to Capt. Doble, at Bridestowe, they would have their curiosity gratified with a true West of England readiness to oblige.—E. SPENCER: *Tavistock*.

PAR CONSOLS DISTRICT.—The district in which these mines are situated has been one of the most productive ever discovered. The mines are situated on the west of the estuary and port of Par, in the parish of St. Blazey, and are certainly the most productive at this time in the county; their sales of copper amounting to about 5000*l*. per month, and tin about 3000*l*. per month, or a total of nearly 8000*l*. per month. On the borders of the same estuary are to be found South Crinnis, Great Crinnis, and Pembroke and East Crinnis, the former now productive, and the latter mines, when first worked, produced enormous quantities of rich copper ore. Adjoining, on the north of Par Consols, is situated the newly-productive mine of West Fowey Consols. The lodes of Par Consols will dip into this sett in depth eastward, and, in consequence of the lodes traversing a little to the north of west, will be in this sett much earlier in the western part of the mine, and there can be no doubt that ere long West Fowey Consols will rival her rich neighbour. North-east of this mine are situated the famous old mines, Fowey Consols, which have also produced enormous quantities of copper ore, and are likely to continue to do so for years to come. As there have been so many productive mines found on the west of the estuary of Par, the attention of all scientific miners, for years past, has been directed to the eastern side, and the large lodes there to be seen in the cliffs, have long tempted the more enterprising of them. To see such splendid gossans, and such large lodes traversing a beautiful strata, with caunter lodes and cross-courses; in fact, containing every element that the most careful and competent observer would like to see in lodes on which he was about to operate. Notwithstanding all these advantages of strata, lodes, and shipping, the lord of the land would not grant it to be worked, though he had instances of immense wealth being amassed by neighbouring lords, with far less promising outward indications, still he would not allow the surface to be disturbed. A change has taken place, and this long-coverted grant has been obtained by the gentlemen who have developed the other large mines in this district so successfully; and, doubtless, when this sett is opened out as intended like results will be obtained.

WHEAL MARGARET continues to look well at almost every point, particularly in the 40, 50, 60, and 70, east of Ellis's, on the South Russo lode; in the 80, east of Williams's, on the Foal lode; and also in the 70, west of King's winze. A splendid rock of tin, weighing 46 lbs., from the 80, above referred to, has been forwarded to town, and may be seen at the offices of Mr. George Spratley, 15, Old Broadstreet. To give an idea as to the value of this mine, I might mention that between the 80, and the 70 coming against it (which is supposed to be about the same level), there are 42 fms. of ground; the back over being 15 fms. high will give 630 fathoms, which has been estimated will yield 100 barrows of tinstuff per fm., worth 6s. per barrow, so that this piece of reserve alone may be said to be worth 18,000*l*. to 19,000*l*.

NEW WHEAL VOR AND EAST WHEAL METAL.—The operations in these mines are to be carried out on an extensive and judicious system. The Wheal Vor adit, which has been driven for some time, and at considerable expense, into the ground, is now being pushed southwards towards the Wheal Metal lodes, which are at present the most productive tin lodes in Cornwall. A steam-engine is also to be erected at once on the great north lode, which has been already sunk on to the depth of about 18 fathoms from the surface, where it is of great size, being impregnated throughout with tin, and composed principally of the pale blue peach, or chlorite, a mineral that has formed the matrix of nine-tenths of all the tin ore found in Wheal Vor and other Cornish mines. The capital of the company (20,000*l*.), and the circumstance of the working of the mines having been placed under the control of two local directors, both of great mining experience, and one of very high standing as a practical mining engineer (Messrs. Francis Daniell and Joseph Vivian), are safe guarantees that these mines will receive that vigorous and systematic development they so eminently deserve, and which, judging from the unexampled riches of the same lodes in the adjoining ground of Wheal Vor and Wheal Metal, are likely to lead to highly profitable results.

ROSEWALL HILL AND RANSOM UNITED.—The publication of the prospectus of these mines has induced a communication from Capt. John Kernick (an ancient worker in the mines), now of the Great Cowarch Mines, in which he states that he went to work in Rosewall Hill in 1809, as a boy, to wheel stuff from the Betsey winze, then called the deep bottoms. He afterwards worked upon tribute on Joyfull's bunch for several quarters—ten of them used to raise about 1300*l*. worth (which would now be worth 2600*l*.) per quarter. He considers the remarks quite right as to former management—the state of the drawing-shafts and footways was most deplorable—no cross-cut in the mine. He has also a favourable opinion of the Ransom Mine, and thinks it might be now worked to a profit. His letter, *in extenso*, will be found in another column.

At GREAT WHEAL ALFRED meeting, on Tuesday, it is expected a call of 1*l*. per share will be made—rendered requisite by the recent mishaps at the mine.

ARUNDELL COPPER MINING COMPANY.—This property, which is on the same run of lodes as the Devon Great Consols, is again about to be vigorously worked. The sett has been inspected by Capt. J. Richards, of Devon Great Consols, and several other competent authorities. Capt. Richards states that there can be no reasonable doubt that the Arundell Copper Mine will, when developed to a moderate depth, prove as productive and profitable to the proprietors as the rich mines in the same direction of this side of Dartmoor Hills. Capt. P. Hawke, the present manager, has also reported (April 10) very favourably upon the mine. His report will be found in another column. The prospects of the mine will be more fully referred to in our next.

NORTH WHEAL ROBERT.—We understand that, in consequence of steps taken by the committee, Mr. Wolferstan has tendered his resignation as manager, which resignation has been accepted. We believe there is some probability of Capt. James Richards, of the Devon Great Consols, being appointed.

EAST OF CORNWALL CONSOLIDATED MINES.—These were lately known as the Wheal Messer Mines, upon which 30,000*l*. was laid out a short time ago, in machinery, shafts, levels, &c. The present company is divided into 6000 shares of 2*l*. 10*s*. each. Above the 20 about 8000*l*. worth of copper ore was raised. In opening out the mine to the 40, 500 tons of copper have been raised and sold, and the shaft sunk to the 50, where the lode was intersected, worth 2 tons per fm. At this period a shareholder owning one-third of the mine died largely in arrear of calls—so that the company were compelled to suspend sinking the engine-shaft, and by so doing, it was said, broke the covenants of the lease. They made, however, in another part of the mine, near the surface, a valuable discovery of tin, on the same vein from which the Tretoil Company are making large returns. At this period the lord of the mine, in consequence of the company having stopped the engine, &c., issued a deed of revocation, and claimed the mine and materials at a valuation, according to the terms of the lease. This the company have been for nearly 12 months resisting, keeping possession of the mine, and opening out the tin lode, until the agent has calculated that with sufficient stamping power, a profit of 500*l*. per month could be made from it alone. To end all disputes, the lord has now consented to withdraw the deed of revocation, and to grant a new lease on receipt of a certain sum of money, if the company will proceed vigorously with the works. As, however, one-third of the mine still stands in the name of the deceased proprietor, and no one will administer to his shares, the company have determined upon selling the whole mine, machinery and plant, to the East of Cornwall Consolidated Mines Company, for the sum of 6700*l*.; and on condition that the vendors shall settle with the lord for the withdrawal of the deed of revocation, or the granting of a new lease, and shall have the preference in taking at par the shares in this company. To erect steam stamps for the tin and to open out the copper lodes (five in number) to a profitable state, it is calculated 4000*l*. will be required; so that it is considered that the capital now proposed to be raised will be more than ample for all purposes, and render future calls unnecessary. In addition to the lode from which so much copper has been raised, there are three south lodes, from one of which, in Tretoil (adjoining), upwards of 70,000*l*. worth of copper was raised, and worked to the boundary of Messer. The two others have been opened upon at the adit, and have produced several tons of copper, and all can be worked by flat rods from the present machinery.

GLENCHASS MINE (Isle of Man) is on a north and south lode, and has recently been opened. A 20-in. engine has been erected, the adit (28 fms. deep) cleared, also the 14 under it, being the depth at which the mine was formerly worked. There are about 70 fms. in length driven on the lode, which appears to average from 3 to 4 ft. wide. The level is, however, chiefly carried on the soft gossan part of the lode, and lately two cross-cuts have been driven through the lode to the east (50 fms. apart), discovering good ore in a very hard substance, from a foot to 15 in. wide, and other cross-cuts will be made to ascertain to what extent this exists. The engine-shaft is to be sunk to a new level. The ore assays 80 per cent. for lead, and 22 ozs. of silver to the ton of ore, and the mine is altogether one of fair promise.

EAST WHEAL ROSE.—This mine still continuing unprofitable, the loss being now nearly 1000*l*. per month, it is not probable that operations will be continued upon the present scale. There is a very promising lode in the 40 south of Robert shaft, going towards Cargol, and it is likely that this point may be prosecuted further.—Murchison's *Quarterly Review*.

Mining Correspondence.

BRITISH MINES.

ABBEY CONSOLS.—M. Francis: We had hoped to have got a hole to the eastern workings, but the water came in in such quantity, as hindered our sinking. We are stripping down this ground by the side of the rise with a good yield of ore; it is orey for 7 ft. wide, and yields 10 cwts. of ore to the fm. In the drift, west from the shaft, the lode has improved; it has a good lode, with good branches of ore that will leave a profit in stoping. The western stopes as they get up in the gossan are more branchy; the character of the lode throughout the mine is very healthy, and in a little time after we have holed to the old mine, we shall make large profits. We are dressing very steadily, and I think making fair progress.

ALFRED CONSOLS.—M. White, T. Trelease, T. Hosking, April 13: There is no change to notice in the lode in the 150, at Field's shaft. The lode in the 140, east of this shaft, is worth for copper ore 12*l*. per fm. The north lode in the 120, east of the flookan, is worth for copper ore from 20*l*. to 30*l*. per fm.; we expect in a few days to commence driving on the south part of the lode in this level. The north lode in the 100, east of Davey's engine-shaft, is worth for copper ore 100*l*. per fm.; the south lode in this level, east of this shaft, is worth for copper ore from 25*l*. to 30*l*. per fm. The lode in the 90, east of this shaft, is about 2 feet wide, dredged with ore. In the 70 cross-cut north we have very promising indications of being near the lode. No change to notice in any other part of the mine. The tribute department looks well.

ANGARRACK CONSOLS.—T. Blamey, April 15: I was underground yesterday, and it is with much pleasure that I inform you there is an improvement in the lode; it is 2 or 3 feet wide, producing stones of yellow copper ore, mixed with quartz, mundic, and blende. I can assure you that the lode is looking better than it has for some time before; it has a very promising appearance, and the stratum around it is very congenial for the production of a rich lode.

ARUNDELL COPPER MINE (Ashburton).—P. Hawke, April 10: In the 46 fm. level six men are working 8 hours' course, and cutting into the capels; the men have taken for 2 fms. certain; the water increases every day; mundic more plentiful, with spots of copper ore. They have also been engaged in putting down plat-sollars, clearing out levels, and making preparations in shaft for hauling stuff. From this time the men will be solely engaged with all vigour in cutting through the lode. I find that the place where the native copper was found is in the 25, home fair upon the south wall of a lode, 6 fms. north from the engine-shaft. Something ought to be done at this part.

— P. Hawke, April 15: Operations are commenced in opening on the lode in the 25 fm. level. In the 46, water and mundic more plentiful.

— P. Hawke, April 16: On visiting the mine to-day, I have directed a portion of the lode in the 25 to be taken down, and sent to London. The contents of the box are the results of my recommendation to try this lode; they are samples of the produce. The fact is, the lode, from present appearances, must be saved, hauled for work, and dressed for copper ore; it carries much mundic. I shall also send some mundic, faced with copper ore, from the capels of the lode in the 46.

BALLYMONEEN.—W. Barkla, April 11: The 15, driving south, is not looking altogether so favourable for driving at present as it has been; we have branches of spar, and water coming out of the end, but nothing more than we might expect as we get near the south lode: driven, since last report, 3 ft., total 6 fms. 1 ft. 9 in. In the 15, driving north, the ground is much of the same character, with branches of spar, &c., but very slow for driving: driven, since last report, 2 ft. 6 in., total 5 fms. 3 ft. 6 in. We are engaged in repairing the adit level west to commence to drive on the course of the lode. I informed you the masons were obliged to stop three days for want of stone, and the heavy rain we have had lately has been considerably against us, but I expect to purchase two more horses on Monday which I hope will enable us to keep the masons in materials, that there may be no further delay.

BALLYVIRGIN.—R. W. Smith, April 8: The east cross-cut is now driven about 10 fms. east of the engine shaft; the end does not look so kindly as it did a month back; 5 ft. 1 in. was driven during the past month; now set to drive for this month, at 10*l*. 10*s*. per fm. I have two men driving north from the back of the old stope, for an arch to support the ground in this stope; the end will yield 35 cwts. of lead ore per fm. The bob-pit is now sunk to the depth of 7 ft., and I think it will require sinking other 2 ft. In consequence of the wet weather, the masons have not gone on so fast as I anticipated; however, the masonry work of the engine and boiler-houses will be completed this week, and we shall commence building the stack and grinder-house next week, which will occupy but a very short time. I can safely say that we shall have all ready before the engine is erected.

BEDFORD CONSOLS.—J. Hodge, April 16: The lode in the adit end has, as you are aware, been in rather an unsettled state, in consequence of several small branches of spar crossing the end; there is, however, at present a chance of their disappearing, and we are in hopes that this will be the case in a day or two; the lode is at present 18 in. wide, spotted with black and yellow copper ore. The latter part is towards the back of the end. This is in consequence of the floors or branches of spar dipping east, and having left the back of the end. We have at present only four men in this end. The two men are progressing with the rise as fast as the nature of the ground will admit; the lode is about 2 ft. wide, principally mundic. I think we shall soon unwater the old workings, as the rise is very wet, and almost every day the water is increasing. We have no other alteration worth notice.

BEDFORD UNITED.—Jas. Phillips, April 16: We are driving by the side of the lode in the 148 east. The lode in the 130 east is 2½ ft. wide, composed of capel, spar, and stones of ore occasionally. The lode in Osborne's winze, sinking in bottom of the 115 east, will produce from 5 to 6 tons of ore per fm.; the stopes in back of this level will yield from 5 to 6 tons of ore per fm. Paull's stopes, in the bottom, will yield from 4 to 5 tons of ore per fm. We are still driving by the side of the lode in the 115 west. Warne's stopes, in back of this level, are worth 4½ tons of ore per fm. Jackson's stopes, in the 103, will turn out about 4 tons of ore per fm. The lode in the 90 west is at present unproductive. We hope to hole the rise coming up from the 115 to this level in about three weeks from this time. The lode in Martin's rise, in back of the 47 east, is 2 ft. wide, producing good stones of grey and yellow ore; the same remarks are applicable to the lode in the 35 east.

BODCOLL.—F. Evans, April 14: The 10 fm. level east was driven last month 3 fms. 3 ft. 6 in. In the early part of the month, the men were engaged in clearing the level from stuff which had fallen during the time the water was left in, which explains why more ground was not driven. The lode in the present end is composed of spar and capel, mixed with blende and good spots of lead. The price for last month was 3*l*. 15*s*. per fm.; the present, or the price for the coming month, 4*l*. 5*s*.

BOG MINE.—Wm. Barratt, April 15: We have secured the engine-shaft as far down as within 10 fms. of the Boat Level; at this point we find the shaft to be full of stuff, old timber, ladders, &c., consequently we cannot clear up any deeper until we erect the horse-whim; I am happy to inform you two were purchased at the Rorrington sale, with a various lot of useful materials, and it is my intention to erect one whim first at the adit shaft, to the west of Bunting's shaft, for the purpose of drawing up the ore from the tributers working near this shaft (No. 1 pitch), and which is holding out great promise for a good course of ore, all in whole ground, the lode having changed its character, being composed of vughs partly filled with flookan, containing large lumps of lead ore in them, with a leader of lead ore on each side, varying from 2 to 6 in. wide, which indicates a bunch of ore near at hand; the party working on this pitch have several tons of ore already broken, for which purpose I intend to erect the whim first at this shaft (adit shaft), so as to clear this pitch as soon as possible, and be in a position to set more men on this promising piece of virgin ground. Nos. 2 and 3 pitches are yielding about 13 cwt. of lead ore per fm.

BOILING WELL.—J. Delbridge, April 11: In the 60 rise towards the 30, rising on the country, in the 50 cross-cut we have met with a slide. About this slide we have broken some fine stones of copper ore, we expect we are near Hallett's lode. In the 50 east, on the south lode, the lode is 1½ foot wide, tribute ground. In the 40 winze, sunk down upon the 50 end, the lode is from 18 to 20 in. wide, yielding good stones of ore, but not to value. In the 40 east the lode is productive. In the 30 rise, on the south lode, the lode is 15 in. wide, yielding 3 cwts. of lead per fm.; the rise is 10 fathoms above the 30, and no level approaching it. In the 30 east, on the same lode, the lode is 2 feet wide, yielding jack, lead, and stones of copper ore; this end is within 3½ fms. of being parallel with Austin's shaft, but from 8 to 10 fathoms to the south. The 20, east of King's lode, is 3 feet wide, tribute ground. In the 10, east of ditto, the lode is 14 in. wide, yielding 1 ton of ore per fm. In the 20, west of Austin's, on the north lode, the lode is 3 feet wide, yielding lead and jack; we purpose sinking in the bottom of this level in the coming month, and communicate with the 30, after the cross-cut is driven, and the north lode out here; we have a great job to do. In the 20, east of Austin's, the lode is 15 in. wide, yielding some good stuff for lead. Our tribute pitches are without change to notice. Our machinery seems to be working well, and the coming water is six strokes per minute.

BRYNTAIL.—J. Roach, April 16: Bryntail lode is not yet reached by the 10 cross-cut, neither have we made much progress in driving during the past week, in consequence of the ground being very troublesome, but occasions assure us that the lode is close at hand. The winze and stopes under the 10, west of No. 1 winze, is not so good as it was last week. The stope in back of the 10, east of rise, continues the same as when last reported. I have sent 1 ton of barytes to Newtown, as a sample for the party I named the other day.

BUTTERDON.—T. Grenfell, April 16: In the north end in the 53 we have a change of ground, at present about 2 feet below the back; although, not everything I could wish, it is much softer, and the men by blasting in it broke off a portion of the lode, which contained much more ore than the average of what has been before taken down south, and the western and main part of the lode is inclining east to fall in with the eastern branch; it shows a better wall, with more water issuing from it than on any former time; in short, this level presents a better appearance than at any time from its commencement.

BWLCH CONSOLS.—R. Northey: The Pwiltrhynaid shaft let to six men to sink below the 50, 5 fms., for 50*l*. The 50 let to six men to drive west, at 7*l*. per fm.; lode worth 10 cwts. per fm. The stope in the back of the 50 is let to ten men, at 3*l*. 10*s*. per fm.; lode worth 15 cwts. per fm. A winze to sink in the bottom of the 40, let to six men, at 7*l*. per fm.; no lead to value. No. 3 stope, in the back of 40, is let to six men, at 1*l*. 15*s*. per fm.: lode worth 8 cwts. per fm. A new stope, in the back of the 40, let to four men, at 2*l*. per fm.; worth 5 cwts. per fm. No. 5 stope, in the bottom of the 27, let to four men, at 2*l*. 10*s*. per fm., and worth 4 cwts. per fm. We have commenced crushing and dressing for another sampling; but the stuff is very poor, except what comes from the 50 stopes.

BWLCHSTELLAN.—J. Williams: The shaft is very much harder this week, but not less likely for ore; but it is more difficult for sinking. The Goginan agents are pressing us to clear the lower leat, to return the water to that mine; the leats having gone out of repair by the frost and snow—this we must do, it will cost about 8*l*.

CALCOT HALL.—April 14: Our workings go on well in the north, or Swallow shaft, though it has proved much larger than it was when we began it. The cross-cut west progresses very satisfactorily. We have passed through a bed of blue shale, and are now in nice orey ground, which seems to denote a vein not far off. It is very hard now, and we believe it to be the hanging side of a vein. The snow and rain are so continuous that we are lucky in being able to continue all our workings, except the Gate shaft, where the water still continues in possession; but this is a beautiful day, and if it continues we shall soon be at work on the ore again.

CAMBORNE CONSOLS.—W. Roberts, April 14: On the caunter lode, the 33 west produces nearly 1 ton of ore per fm. In the 20 west the lode has not been taken down since setting-day. In the 10 west the lode is 1 ft. wide, producing 1½ ton of ore per fm. Other parts are much the same as last reported.

CARADON CONSOLS.—W. Rich, April 16: There is no material alteration in the new lode in the 38 fm. level east, it being of just the same size and kindly appearance as when last reported on. The ground in the present end is very hard and compact, which renders our progress very slow, but the hard granite appears to be very congenial to the lode, which seems to be gradually improving in it. This lode further west is much split up and disordered, while in the present end eastward it is more regular, and carries a good deal of can, with spots of ore and mundic, and of a kindly appearance. We are making fair progress in sinking the Boundary shaft; the lode in the same is going down quite perpendicular. No alteration worthy of notice in any other part of the mine.

CARVANNALL.—W. Roberts, April 14: No alteration to notice since my last.

CLIJAH AND WENTWORTH.—J. Vivian, C. Glasson, April 11: At Walter's engine-shaft the ground continues very hard; our progress at this point is very slow. On Whitford's lode, in the 60, driving east of cross-cut to engine-shaft, the lode still mixed up with the elvan course, and much disordered. In the 60, driving west of the same, the lode 6 feet wide, worth 16*l*. per fm. for tin. Nothing can be done on the caunter lode in this level until we communicate the rise and winze for ventilation. In the rise, in back of the 60, the lode is 5 feet, worth 10*l*. per fm. Merrit's winze, sinking under the 50, west of cross-cut, the lode is 4 feet wide, worth 10*l*. per fathom for tin. In the 60 cross-cut, west of engine-shaft, driving south for Julia's lode, no lode has been intersected. In the 50 fm. level, driving west of engine-shaft, on Julia's lode, the lode is more promising at it leaves the cross-course. Gill's winze, sinking under the 50, east of ditto, the lode is small, but rich for copper.

COLLACOMBE.—S. Mitchell, April 14: During the last week, the 72 fm. level, east of Morris's shaft, has been driven 3 ft.; the lode is composed of quartz, capel, mundic, and copper ore. The 62, east of Morris's shaft, has been driven 3 ft.; lode worth 1 ton of good ore per fm. The 62, west of the western shaft, has been driven 4 ft.; the lode worth 1 ton of rich ore per fm. The 40, west of the western shaft, has been driven 3 ft.; the lode is improved, being 2 ft. wide, composed of quartz, blende, prian, and rich copper ore. Other points continue as last reported.

CWM DAREN.—Capt. Tregoning reports that he has succeeded in clearing the 10, and that he thinks it will give some good tribute ground; we have decided to drive this level into some ore ground, seen by a winze in the bottom of the adit level, which we think will pay well for working, and to suspend the 40 west for the present, until this work is accomplished. We shall by this means add to our productive ore ground at once; we can resume the opening of the mines by means of the 40 west afterwards.

DAREN.—J. Humphreys: There is a good orey lode in Francis's level, and the tribute ground looks very well. We think that by arranging for the working the Cwm Daren machinery, for the purpose of dressing old orestuff at Daren, and, if necessary, pumping, that we shall be enabled to increase the returns in a manner so economical as to give good profit in this work. After Francis's level is holed to the old mine, we shall derive great benefit from this mode of working, there being a large quantity of good waste on the western side of the hill on Old Daren Mine.

DEVON AND COURTENAY.—T. Bawden, April 15: The pitch in the back of the 90, on south branch, is worth 10*l*. per fm. The pitch in the back of the 90, on main lode, is worth 20*l*. per fm. The pitch in the bottom of the 80 is worth 25*l*. per fm. The pitch in the back of the 60 is worth 10*l*. per fm. The pitch in the back of the 50 is worth 10*l*. per fm.

DEVON AND CORNWALL UNITED.—T. Neill, April 14: The lode in Bastard's end is worth 2 tons of ore per fathom. We are still rising by the side of the lode in the rise; the lode in the stope west of rise is worth 10 tons of ore per fm. Midway level lode is worth 1 ton per fm. In the middle level, No. 1 winze is worth 1 ton per fm.; the stope east is worth from 3 to 4 tons per fm. East and west of No. 2 winze we have let on tribute to six men, at 6*s*. 8*d*. in 1*l*. The new shaft will be completed in a day or two, when the men will commence sinking the winze in the bottom of the middle level, between Nos. 1 and 2 winzes. The end is taken to drive by two men and two boys, and the William and Mary end to drive west by four men.

DEVON BURRA BURRA.—J. Spargo, April 15: In driving east on the main lode we find it does not underlay so fast as when we cut through it at the south cross-cut. We have driven on the course of this lode about 6½ fms. from shaft, at this point we cut through it and found it to contain some rich grey copper ore, but not enough to value, its bearing is about 5° N. of E. The oblique branches we cut through 8 fms. north of the main lode in the cross-cut are very promising feeders, producing large and rich stones of grey copper ore, one 1½ ft. wide, bearing 25° S. of E., and will fall into the lode before-mentioned, driven on this branch 6 fms., the other is 8 ft. further north, same bearing. We have intersected another branch or lode 10 fms. further north, running about 15° S. of E., which we may consider a regular east and west course, about 1 ft. wide. It does not contain so much copper as the others, but notwithstanding I believe that within a few fms. of the junction it will be found rich in copper. The north cross-cut is driven 37 fms., and for the last 6 fms. every vein or branch or the least bit of quartz all appear to be coated with grey copper ore, I think of the richest quality that I ever saw. It is my impression that these branches or veins are sprouts from a great north lode some fms. ahead, as I cannot otherwise conceive whence such rich incrustrations of copper could proceed. I would advise the north cross-cut to be continued till we intersect it, it being so highly spoken of by Capt. Williams, of Great Wheal Friendship, as well as to extend the level eastward on the main lode towards the great cross-course. We have not let down the water in the Gatepost shaft, though we have cut several oblique branches; there must therefore be a water carrier still further south; but as I believe, with Capt. Lord, that we shall let down the water in driving east, we have stopped the south cross-cut for a time. Mr. J. Metherell and Mr. Ennor have lately visited the mine; they are of opinion that there must be an abundance of copper at the junction of the great cross-course.

DEVON WHEAL BULLER.—W. Neill, April 9: Our pay and setting-day was on Saturday last, when the following bargains were set:—The 44 to drive west, by four men, at 3*l*. 10*s*. per fm.; the lode in this end is producing stones of ore, and promises further improvement. The rise in the back of this level to six men, stent to hole, which is about 3 fms. more, at 6*l*. per fathom; the lode is 2 ft. wide, producing good stones of ore. The same level to drive east, by one man and boy, at 3*l*. per fm.; the lode in this end is 1½ ft. wide, producing stones of ore. The 32 to drive west, by one man and boy, at 3*l*. 5*s*. per fm., the lode producing saving work. The stope in the back of this level by six men, at 1*l*. 10*s*. per fm.; the lode averages about 2 ft. wide, producing 1½ ton per fm. The same level to drive east, by two men and two boys, at 2*l*. 15*s*. per fathom; the lode in this end is promising further improvement. The stope in the bottom of the 20, east of the cross course, by one man and one boy, at 1*l*. 5*s*. per fm.; the lode is producing good work. The pitch in the back of this level by two men, at 12*s*. in 1*l*., and also the pitch in the western shaft by two men, at 12*s*. in 1*l*., both of which look very promising for the men to earn good wages. I am happy to say that almost every point now in operation has a more promising appearance. Our machinery is all in good working order. We are getting on with our dressing for another parcel of ore as fast as possible, which I expect will exceed the last, both in quantity and quality.

— W. Neill, April 16: I beg to inform you that the lode in the 44, driving east, is improving in size, now 2 ft. wide, producing stones of ore and mundic, very promising for further improvement. The lode in the western end is 1 ft. wide, at present poor. The ends of the 32, both east and west, are producing a little ore. The stope in the back of the western level is producing 1 ton of ore per fm. The stope in the bottom of the 20 east continues much the same, producing good work.

DOLWEN.—F. Evans, April 14: The adit west was driven 5 fms. 5 ft.; price 3*l*. 15*s*.; re-set to-day, at 3*l*. 10*s*., for the next month out. The lode here is still large, composed of spar and gossan, and has an encouraging appearance.

DUNDALK LEAD.—S. Bailey, April 14: The shaftmen are making fair progress in the sinking of the engine-shaft; the ground in this shaft is much the same as last reported. In sinking the last 4 feet we have intersected several small branches of sulphate of barytes and lead, which appears to be crossing the shaft, and dropping into the hanging wall of the lode. The machinery is all in good order, and working well.

EAST CARN BREA.—T. Glanville, April 15: We have completed our drawing lift, and commenced to sink this morning. We have sampled a small parcel of tinstuff taken from the part of the lode that was standing in the side of the shaft.

EAST PROVIDENCE.—W. Pascoe, April 14: I have to report that the sett is about half a mile square, situated on the cliff of the Hayle River, with an unlimited extent seaward, and adjoins the Providence Mines to the west, embracing the same lodes as Perran United. Three of the east and west lodes have been partially wrought by adit levels from the cliff; I could only examine two of the most northernly, which are from 1 ft. to 1½ ft. wide, composed of gossan, friable quartz, and chlorite; kindly lodes at the depth seen. The situation is also of a congenial character, being light clay slate. There are three or four caunter lodes, crossing the east and west lodes, which have produced large quantities of mineral about the intersections in some of the neighbouring mines. These intersections I consider to be a favourable feature in the concern, and similar results may be expected in this mine. Looking at the position of the sett, the favourable situation, and the several east and west lodes intersected by caunters, as they are, I think the mine well worthy of a spirited trial. A 30-inch cylinder steam-engine would be ample power to give the mine an effectual trial, and as well stamp the stuff for years to come.

EAST ROSEWARNE.—W. C. Vivian, April 13: The engine-shaft is sunk about 2 fms. under the 22, the water having much increased in consequence of the heavy rains, they are sinking but slowly, the ground and lode are much the same as last reported. In the 22, east of the engine-shaft, the lode is 18 in. wide, rather disordered in appearance but containing spots of copper ore; in the same level west the lode is much the same as last reported; we are getting on as fast as possible with this end as we want to get forward so as to drain the water from the sink in the bottom of the level above. In the 12, east of the engine-shaft, the lode is much the same as last reported. In the 22, east of second western shaft, on north lode, the lode is 18 in. wide at the bottom of the end, though but small at the back, and containing good copper ore. In the 6 east, on the north lode, there is also some improvement—the branches that were separate are seen to be coming together and forming a larger lode, with spots of copper ore. All other operations are without any particular alteration. We sold on Thursday last 18 tons 11 cwts. of copper ore at 10*l*. 8*s*. 6*d*. per ton.

EAST SORTRIDGE.—A. Down, April 16: The engine-shaft is down about 17½ fms. from brace; the lode in the present bottom is still looking very promising. If all is well, I expect we shall get down to the 20 in about a month from this time—that is, if the ground continues as at present. Water just the same as for some days past.

EAST WHEAL ROBERT.—E. Collom, April 16: The western end continues to produce stones of ore, and there is now in the end a regular branch, 2 or 3 in. wide, saving work, which we are expecting to see open into something cheering. In Bolt's adit the ground is a little improved, and the end is now set at 5*l*. 10*s*. per fm.

EAST WHEAL ROSE.—J. Evans, April 11: Our sampling on Thursday for March is 115 tons lead ore. I have nothing new to communicate; our prospect continues dull in the north part of the mine. The 40 south, in the south part of the mine, is a promising end, opening ground that will set at 5*l*. per ton tribute. The agents appointed to inspect the mine will do so on Monday, Tuesday, and Wednesday next, so that in a few days you will have their report.

FRANK MILLS.—J. P. Nicholls, April 14: I beg to hand you a report of our setting on Saturday last:—The engine-shaft to sink by six men, for the month, at 12*l*. per fathom; the shaft is already sunk 5 fms. 2 ft. under the 72. The 72 end north, on west lode, to drive by four men, for the month, at 2*l*. 5*s*. per fathom; the lode in this end is worth for lead 18 cwts. per fm. The 72 south, on west lode, is at present poor; we think there is part of the lode further west, consequently have set a cross-cut to drive by four men, 2 fathoms, at 1*l*. 18*s*. per fm. The 72 north, on east lode, to drive by two men, 3 fms. stent, at 3*l*. 5*s*. per fathom; this end is producing some saving work, but not rich. A stope in back of ditto, by two men, for the month, at 1*l*. 15*s*. per fm.; this stope is worth 9 cwts. of lead per fm. The 72 to drive north on No. 1 branch, by two men, for the month, at 1*l*. 8*s*. per fm.; this end is producing 5 cwts. of lead per fathom. We have three stopes, back of the 72, on west lode, as follows:—Dunn's stope, by six men, for the month, at 14*s*. 6*d*. per fathom, producing 10 cwts. of lead per fm.; Buzzo's stope, by four men, for the month, at 13*s*. per fathom, producing 7 cwts. of lead per fathom. Howard's stope, by two men, for the month, at 12*s*. 6*d*. per fathom, producing 8 cwts. of lead per fathom. The 60 to drive north, on west lode, by two men, for the month, at 1*l*. 18*s*. per fathom; the lode in this end contains a small quantity of lead, but not enough to value. The 60 and 72 ends south, on east lode, are suspended for a short time, the men from the end being engaged sinking a winze from the 60 to the 72, which we expect to communicate in a fortnight; this winze will ventilate both levels, and open ground for stoping. The mine throughout, with all machinery on it, is in good repair.

GAWTON.—J. Gill, April 15: The engine-shaft is progressing satisfactorily, no lode taken down since last reported. The ground in the south cross-cut is a little more sparry than usual, but no appearance of the lode as yet. The lode in the 36 end east is much the same as stated last week; the lode in the west end in this level still continues to look promising. The tributers working steadily and pitches improving.

GELLIRHEIRON.—J. Jones: The rise is going up in a hard, large lode, very kindly for ore, and letting down a great deal of water; we are getting on with the dressing very well, the mill doing excellent duty, and adding to our usual returns.

GREAT DOWGAS UNITED.—J. Dale, S. M. Rogers, April 13: The engine-shaft is sunk about 1 fm. 2 ft. under the 18 fm. level, ground moderate. Woodhead shaft is 6 fms. 4 ft. under adit level; the lode is 3 ft. wide, composed of mundic, flookan, and prian, with good work for tin. The 18 fathom level west is being driven on the gossan lode, which is immensely large, but unproductive. The lode in the 10 fm. level end, at Trevanion's, is a mass of jack, peach, mundic, with a little tin. We have drawn out the water from the east winze, and have found three small branches of rich tin. We have employed four men to open upon them, and hope to have some good work for the stamps at this point. We have suspended all works in the adit level that will not pay for working. Our object is to develope the mine in depth with the greatest dispatch, and judging from the number, character, and size of the lodes, you have reason to expect a lasting and profitable mine.

GARREG.—J. Trevethan, April 16: There is no change whatever in the ground driving through to intersect the north lode, the indications are equally cheerful, which leaves but little doubt in my mind of our having a profitable lode when intersected. The tributers are making the average wages of the county, at 3*l.* per ton, making the lead merchantable. The engine, &c., are in good working order.

GREAT CRINNIS.—S. S. Bice, April 13: The lode in the rise in the back of the 80 at Union shaft is 4 ft. wide, of a promising character for improving in value, worth 7*l.* per fm. for copper ore; the ground is proving harder for working than what was anticipated. In driving the cross-cut north in the 100, there has been a branch bearing north and south intersected, from which and the country about it there is more water issuing than what has been seen before reaching that point; the ground continues of the best description. In cross-cutting in the 60 we have intersected the south part of the north part of the main lode, we have not cut through the whole of the lode so far as seen, it consists of spar, mundic, and peach. In the 20 driving east of Union shaft on the middle lode, the prospects at present are poor, the ground is favourable for working. In driving the 17 at Hannah's shaft, the lode is poor; as the 24 was found to be productive, and our working being now in a direction over it, there is a probability that we shall be rewarded for a development of this lode; the ground is also very favourable for working. At Union shaft, in the 60 east of the shaft, we have recently set a pitch on the north part of the main lode, the value of which will be better known in a few days, at present it is put down as worth full 3*l.* per fm. In the back of the 72 the two pitches are worth on an average 3*l.* 15s. per fm. In the 45 east of the shaft the pitch is worth 5*l.* 10s. per fm. In the back of the 38 east of shaft, the pitch east of the sumpmen's rise is worth 4*l.* per fm. In the back of the 20 east of the shaft, the pitch in the back of the level is worth 3*l.* 15*l.* per fm.; the one in the bottom of the level is valued at 3*l.* per fm. At Cornish's shaft in the back of the 24 the eastern pitch is valued at 4*l.* 15s., the western one at 6*l.* 15s. per fm. In the back of the 17 west of the shaft the pitch is worth 5*l.* per fm. In the 10 fm. level west of the shaft the pitch is valued at 3*l.* 15s. per fm. In the 17 east of old sump shaft, the pitches on the main lode average in value 10*l.* per fm. At the engine shaft in back of 38, the two pitches on the middle lode average in value 3*l.* per fm. In the bottom of the 24 west of the shaft, the pitch is worth 3*l.* 15s. per fm. In the back of this level the pitch is valued at 6*l.* per fm. At Catherine's shaft in the back of the 31, the pitch is worth 4*l.* per fm. At Hannah's shaft in the back of the 17, on the middle lode, the pitch is worth 3*l.* per fm. On the main lode the pitch is worth 6*l.* 15s. per fm. The pitch working for silver ore is hardly as good as what it has been, valued at 5*l.* 10s. per fm. The quantity of ore at the surface is computed to be from 70 to 75 tons.

GREAT HEWAS.—J. Webb, April 15: Western Mine: We have not been able to take down the lode in the 86 westward, as I expected, this week, in consequence of the level being full of attle: we have now several fathoms uncovered; the last taking down was very good. The 76 west is producing good work. The stopes in this part of the mine are looking just as usual.—Eastern Mine: The 86, east of Northey's, is yielding good saving work. The stopes are just as for some time past in this part of the mine. The first lode in the 56 cross-cut is turning out some tin, but not regular in its course—rather unsettled. In the 56 east, on the south lode, we have a little improvement, the lode coming large and promising: we calculate having good tin here shortly, in meeting with the run of tin ground passed through in the 36. The 36 is still in good tinny ground, and we are likely to be getting a good supply here when Charles's shaft is communicated to these levels: we had commenced to sink this shaft three weeks ago, but the late floods have prevented us. I fear we shall not be able to resume the sinking for some weeks. We shall sell, this week, about 13½ tons.

GREAT ONSLOW CONSOLS.—G. Rickard, April 14: There is no change to notice in the engine-shaft. The lode in the 87 west carries a good footwall, and is in an improving state. It yields at present ¾ ton of ore per fm. There is nothing fresh in other parts of the mine.

GREAT SHEBA CONSOLS.—J. Spargo, April 15: The stopes in the back of the 40, east of Rowe's winze, are without material alteration, and equal to my last report, being worth 30*l.* per fm. The lode in the bottom of the 40, or back of 50, still continues to improve; this ore is of better quality than we have hitherto seen in the mine. The stopes east of Rowe's winze, in back of the 30, are also without alteration, and the stopes west likewise. We have set a tribute pitch in the bottom of the adit at 12s. in 1*l.*, and hope to set another shortly to the east. These pitches have been lately opened up by the winze from the last to the 20, where we have a great deal of grey ground laid open. The lode in the 30 end east, driving towards the eastern cross-course, is 9 ft. wide, grey throughout, and I have every reason to believe it will continue. In sinking Kelly Hole shaft, on the north part of the lode, we are continually intersecting branches or sprouts from the same, composed of gossan, quartz, and spots of yellow copper. I mention this to show that these branches, the property of the lode being impregnated with copper, gives very striking evidence that when we cut into the lode, in the 20, we may expect something of importance.

GREAT SOUTH TOLGUS.—J. Daw, April 15: In the 80, east of new shaft, no lode has been taken down in the past week. In the 70 the lode is 1 ft. wide, unproductive. In the 60 the lode is 1½ ft. wide, producing 2½ tons of copper ore per fm. In the winze sinking below the 60 the lode is worth 20*l.* per fm. The stopes and pitches are looking well.

GREAT WEST SORTRIDGE.—J. Richards, April 16: There is no alteration in any part of the mine since last week.

GREAT WHEAL ALFRED.—W. M. Michell, April 11: In consequence of the breaking of our surface balance-bob, on Wednesday night last, little or no alteration has taken place in any of our underground operations.

GREAT WHEAL BADDERN.—J. Jenkin, April 14: During the past week we have erected a new whim, and have again resumed sinking the new shaft—ground favourable, but the water rather quick at present. The ground in the 61 fm. level east appears to be changing, and the elvan coming in in the back of the end; the lode is 9 in. wide, producing a little lead. In the sink in the bottom of this end the lode is 1 ft. wide, yielding 1 ton of lead ore per fm. In the stopes in the bottom of the 51 fm. level, east of No. 2 winze, the lode is 14 in. wide, producing 10 cwts. of lead ore per fm. The men in the 30 are engaged in cutting plat, and opening ground under the new shaft. In the 20 end, west from Sunderland's shaft, the lode is 1 ft. wide, unproductive at present. All other parts of the mine are without alteration.

GREAT WHEAL BUSY.—J. B. Pascoe, April 11: We commenced clearing Hardy's engine-shaft on Monday at eight o'clock a.m., and commenced working at eleven o'clock p.m. on Tuesday. We stopped the engine eight hours on Wednesday, commenced working for good at four o'clock p.m., and have since then forked 12 ft.; the water rose upon us 20 feet during our stoppage; by Tuesday we shall be down to the point the water was at when we turned the engine idle. Our lift is now 9 ft. above the 50, and I hope to be down there in three weeks from this date. The 50 at the shaft will be the 62, shown on the plan. The engine works as well as possible ten strokes per minute, and the pitmen say when the other plunger is attached it will go eleven. We are getting on as well as we possibly can with other work. Our tribute pitches are looking well.

GREAT WHEAL VOR UNITED.—M. W. Martyn: Main Lode: No. 62. The 115 cross-cut north, on Woolf's caunter, towards Trueman's lode, is driven 9 feet. No. 105. At Bounder shaft the men have been cutting ground, putting in timber and skip-rails as deep as the 184; the skip is now engaged discharging stuff from said level. No. 145. In the adit east of Blue Barrow shaft, the men have been clearing the cross-cut north from old Downright, taking up water, &c. No. 156. The 154, east of Neale's cross-cut, is driven 2 ft. 6 in. No. 157. The 154, west of ditto, is driven 9 ft. No. 162. The stope east of ditto, in back of the 154. No. 171. The stope west of ditto, in back of the 154. No. 179. The winze in bottom of ditto, east of cross-cut, is sunk 4 ft. No. 178. The stope in bottom of the 154, west of winze. In the last six bargains the lode is worth from 15*l.* to 40*l.* per fm. No. 169. The 154, east of Polglase's cross-cut, is driven 5 ft.; the lode is still divided into branches, which are approximating the point of junction. We hope shortly to reach where the lode may be found of greater value. No. 168. The 164, east of Silvester's cross-cut, is driven 3 ft. No. 167. The 164, west of ditto, is driven 3 ft. 3 in. In these ends the lode is at present divided, probably by the effect of the hard ground accompanying the elvan course, which, however, appear now to be of a more congenial character for tin, and by a further extension will again resume its former value.—Trueman's Lode: No. 133. Sand Bank shaft, sinking below the 30, is sunk 3 ft.; lode large, and worth about 20*l.* per fm.—Wheal Metal: No. 1. The engine-shaft is sunk 5 ft., the lode worth 60*l.* per fm. No. 147. The 90, west of engine-shaft, is driven 3 ft. 6 in. between the Metal and Schneider's lodes, which from the appearance of the walls, are very rich for tin. No. 148. The 90, east of shaft, is driven 4 ft., the lode worth 30*l.* per fm. No. 172. At the stope in back of the 90, west of shaft, the men are engaged taking down the lode, which is worth 100*l.* per fm. No. 94. The 80, west of shaft, is driven 3 ft. 9 in., the lode not yet clear of the effect of the lead branch. No. 134. In the stope in back of the 80, west of shaft, the lode is worth 70*l.* per fm. No. 95. The 80, east of shaft, is driven 4 ft. 6 in., the lode worth from 10*l.* to 20*l.* per fm. No. 166. In the winze in bottom of the 80, east of shaft, the lode is worth 20*l.* per fm. The lode in Nos. 149, 173, and 175 stopes, in back of the 80, east of shaft, is worth from 30*l.* to 50*l.* per fm. No. 42. The 70, west of shaft, is driven 3 ft., the lode is worth 70*l.* per fm. No. 161. The 70, cross-cut north, on the lead branch, towards Vansittart's lode, is driven 4 ft. No. 165. The cross-cut south, towards Ivey's shaft, is driven 3 ft. No. 176. The winze in the 60, west of shaft, is sunk 4 ft. by the side of the lode. No. 125. At Ivey's shaft, the men have finished easing and dividing, and have commenced to cut the whim plat at the 60.—Schneider's Lode: No. 112. At John's shaft the men have been engaged cutting down, and have completed 6 ft. No. 122. The 80, west of cross-cut, is driven 2 ft., and also rising against John's shaft by the side of the lode. No. 103. The 70, west of cross-cut, is driven 3 ft. 6 in., the lode greatly improved, and now worth 60*l.* per fm. No. 135 In the stope in back of the 70, east of cross-cut, the lode is worth 35*l.* per fm. No. 102. The 70, east of cross-cut, is driven 3 ft., the lode worth 50*l.* per fm. No. 130. In the stope in bottom of the 70, east of cross-cut, the lode is worth 25*l.* per fm. No. 177. The winze in bottom of the 70, west of cross-cut, under John's shaft, is sunk 2 ft. by the side of the lode; this will be continued as fast as possible to communicate with the rise from the level below, in order to effect a good ventilation, and facilitate the bringing down of John's shaft. The tributers throughout these mines continue to work their pitches with energy, and are making fair wages. The general appearance of the bargains is good, and fully bears out our opinion, so frequently expressed to you; whilst the leading points continue to open up ground that will enable you, by and-by to realise the good results that you anticipated.

HAWKMOOR.—J. Richards, April 11: At the eastern shaft we have been cutting cistern-plat, hearer-holes, &c., this week, and hope to fix a standing-lift in the 50 by Saturday next, when the sinking to the 60 will be resumed with a full pare of men; the lode in bottom of the shaft is 2½ ft. wide, carrying a leader of ore on the hanging-wall, with every appearance of improvement. In the 50, west of the shaft, the lode has not been taken down for the past week, but will be by next setting-day. In the 40 end west the lode is 2¼ ft. wide, the south part produces good stones of ore; in the 40 end, east of old miners shaft, ground more favourable for driving; the men have been engaged with the pitman removing and fixing lifts, &c., in the 50. At West Hawkmoor adit end we have had very favourable ground for driving. Our pitches are looking well, and producing good returns of copper ore. We shall sell 80 tons of good copper on Thursday, and have now 12 tons broken towards next sampling.

HINGSTON DOWN CONSOLS.—W. Richards, April 15: No change has taken place in any part of the mine since last report.

HOLMBUSH.—In the 145 west the driving north has been continued far enough to prove that the lode is not heaved in that direction; they will now commence to drive south. The lode in the stopes east of the rise, in the back of this level, is not quite so good, producing 1 ton of ore per fm., worth 10*l.* per ton. The stopes west of the rise will also produce 1 ton of ore per fm., worth 10*l.* per ton. The lode in the 145 continues a very promising lode, and it is expected will soon become productive. The stopes in the back of this level continue to produce 1¼ ton per fm., worth 10*l.* per ton. The lode in the 132, west of lead lode, continues small, owing to the presence of the ironstone in the end. We sampled 32 tons of silver-lead ore on the 11th inst.

HUCKWORTHY BRIDGE.—J. Key, April 16: The lode in the adit end is 5 feet wide, and its underlie about 18 in. in 6 feet north; the component parts are spar, quartz, capel, and occasionally some rich yellow copper ore, and carrying a regular branch of light blue prian, as before-mentioned, on the foot-wall. Taking the lode altogether, in its true character, it is very likely to produce a lasting mine, and a good change for the better may soon be expected, as we near the great cross-course a-head of us. The ground is easy for exploring, and the price given is 50s. per fm., and little timber required. We have issuing from the end a large stream of water.

IVYBRIDGE.—H. James, April 16: We drove in the 48 fm. level north last month 9 fms. 1 ft.; I find the lode in the end still large, full 8 ft. wide, with a branch in the middle of the lode 6 in. wide, of mundic and soft spar; the remainder is principally killas. I have set the end to drive again to-day, to eight men, at 55s. per fm. The water was in all the last week, in consequence of the heavy floods, but the engine is now keeping it out by working 6½ strokes per minute, and I hope it will soon be less.

KELLY BRAY.—S. James, April 14: In the 100 fm. level east there is a change I hope for the better; the lode is 2 ft. wide, bespangled with mundic and ore throughout, showing indications of an improvement before long; this end has been driven 11 fms. to the east of the winze which was sunk from the 90. The lode in the 90 west is 2½ ft. wide, yielding 1 ton of ore per fm., worth 5*l.* 10s. per ton. In the 50 east there has not been any lode taken down since last reported on. The adit will be holed in two or three days from this time. The eastern engine-shaft, if all is well, will be sunk to the 30, below surface, by the end of the present week. The pitch in the back of the 90 west is improved, lode worth 16*l.* per fm. The tribute department throughout the mine is looking more encouraging than it has for some time past. I hope to sample upwards of 100 tons of ore for April.

LADY BERTHA.—J. Metherell, April 16: We are progressing with the cutting down of the shaft as fast as possible, which is now at the 10.

MARKE VALLEY MINING COMPANY.—Since the November meeting, the directors availed themselves of the powers then given to them to raise 3000*l.* additional capital. The particulars of this operation, with a statement of accounts, has been sent to each shareholder. The workings since then have been carried on with activity, and with great satisfaction. The discovery reported at the last general meeting was on the north side of Sarum lode, in the 90, then worth from 4 to 5 tons of ore per fm. Having extended a little east and west upon it, the lode became less productive, and the ground hard; it was then considered advisable to drive east on the south side, where the ground was much more favourable, the lode being 3½ fms. wide at this point. This driving has been extended about 14 fms. east of the discovery above referred to. We have again commenced cross-cutting the lode, and cut into it 3 ft.; for this breadth it will produce full 3 tons of ore per fm., and is still promising to improve: but the air being bad, caused in some degree by the great quantity of water issuing from the lode, we have for the present suspended operations here. The winze now sinking from the 80 to the 90 westward is expected to be holed through in the present month, and will materially ventilate the 90, thus enabling us to resume operations on this promising lode, when we may reasonably expect to find it very productive. The expenses incurred in driving the cross-cut from Fawcett's shaft have of late been materially reduced. The directors are convinced of the importance of continuing these operations, under the belief that some important lodes may at no distant period compensate the proprietors for their outlay in this part of the undertaking. The directors have much pleasure in stating that the valuable Rose Down lode still continues productive. The drivings have been extended over a distance of 83 fms. on a course of ore, and at the present moment the west end is producing at the rate of 2 tons per fathom. The Salisbury shaft, which is intended to facilitate the raising of this large deposit of ore, has been sunk to a depth of 53 fms. from surface, and every exertion is being used to hasten the progress of this work. The machinery on the mine, including the new and powerful steam-engine, is in good order, and will enable the proprietors to carry the workings to any reasonable depth. The position of the mine generally continues satisfactory, and although some time must elapse before the undertaking will divide profits, the directors have every confidence that Marke Valley will become a great and lasting property.

MERLLYN.—J. Trevethan, April 16: The water is not yet out from the bottom of Brynferrod, in consequence of which I cannot mention any alterations in the lower levels since my last report, neither have the men been able to work their pitch in the back of the 40 for the last three weeks, through the delay which has been caused by repairing our engine boiler. It was completed last week, and the work well executed by Messrs. Leigh and Gilbert Howell, of Howarden Foundry, Holywell, and the water expected to be in fork by Monday morning. The tribute pitches in backs of the 16 and the 26 are producing on an average fair quantities of lead, but owing to the delay before alluded to, it has rather lessened our sampling, but the reserves which we have will enable us shortly to make up for the deficiency. We intend sampling on Tuesday next from 15 to 20 tons, and that day fortnight we shall be prepared for another sampling. All other operations in and on the mine are satisfactory.

MOLLAND.—T. Bennetts, April 15: The lode in the 20 east is 4½ ft. wide, producing a few stones of ore, saving work; in the winze below this level the hard ground is becoming smaller every foot, and a congenial killas for ore taking its place, in which we often find good spots of ore, but no doubt we shall have to sink a little deeper before we meet with the main part of the lode. There has not been much ground sunk here during the past week, the men having been taking down a piece of the slide, and taking up water. The stopes in the back of this level are worth 8*l.* 10s. per fm. The stopes in the back of the 5 are much the same as last week, worth 7*l.* 5s. per. fm.

NANTEOS AND PENRHIW MINES.—Mr. T. P. Thomas has prepared the following report for the shareholders in these mines:—

"*April* 13.—Having carefully inspected these mines I have thought you would not consider it premature in me in giving you and the public, as near as my humble abilities will allow me, the present position and prospects of your property, and as a new management may perhaps cause different results to those anticipated by me I have given my reports thus publicly that it may be referred to for its accuracy or otherwise at a future time. When I first purchased this mineral property, which consists of Bwlch Gwyn, Penrhiw, and Eystumtean Mines, the first and most essential work to be accomplished was the unwatering the above mines by an adit which had already been commenced in order to drain the ground above the 30, and the next the sinking of Penrhiw shaft in order to develop a large extent of mineral ground between the Bwlch Gwyn and Eystumtean mines. These objects have now been accomplished—the first, the adit has been extended about 400 fms., and Penrhiw shaft has been sunk 20 fms. below the adit; the mines are consequently now in a position to be worked at all times during the year, and are not subject to those hindrances in summer and winter which they have previously been.

Penrhiw shaft has been sunk from the 36 above adit to the 20 below adit, or 30 fms.; the first 10 fms. were sunk in a promising lode, but unproductive for lead, for 7 fms. below the lode improved, and produced occasional good stones of ore, and from that depth to the 20 the lode has produced upon an average about ⅛ ton of ore per fm.; there being now a good lode in the bottom producing a good deal of carbonate of lime and about ⅛ ton of ore per fm., and on the whole of a much more promising appearance than above; this looks well for a greater depth, and as soon as the 20 is extended sufficiently east and west I should advise the sinking another 10 fms. with all speed.

The 20 has been driven east 9 fms., the lode producing, for the whole distance, saving work, but the shaft bunch of ore having dipped west and the eastern bunch being considerably beyond the present end, this level has been quite as rich as we had reason to expect it. This level has been extended west about 2 fms. in a good course of ore, producing about 1 ton of lead ore per fm., and in the last fm. a large cavity or vugh has been cut into which has not only effectually drained the level directly above it quite dry but also for a very considerable distance beyond, and, looking at its present appearance and productiveness, I consider this a very important feature in this part of the mine, and one that gives a very increased value in the prospects for continuance of ore in depth. The 10 has been driven east about 25 fms., 20 of which have passed through a productive lode, producing about 1 ton of lead ore per fm., and the present end being very promising, producing good work, but not quite so good as it has been. This level has been extended west about 10 fms., in a very promising and productive lode, composed of carbonate of lime and lead ore, producing about ½ ton of the latter per fm. In consequence of the vugh before referred to having drained this level perfectly dry a winze or sink has been commenced near the present end, and although it is sunk only 6 ft. the lode, which in the bottom of the level produced ⅛ ton of ore per fm., has now improved, and will yield full 1 ton of ore per fm.; this speaks well for the whole depth of ground between the 10 and 20, and will prove a great auxiliary to the future returns of the mine.

The adit has been extended east of Penrhiw shaft 80 fms., at which point the holing or communication with Bwlch Gwyn Mine has been accomplished. About 20 fms. east from shaft, the lode which had previously produced occasional good stones of ore improved, and a course of ore was cut into which produced for about 20 fms. in length 1½ ton of lead ore per fm.; and in stoping the back it was found that the ore extended or lengthened about 15 fms. further west than in the level. About 8 fathoms from the end or communication the lode has been cut through, and a good course of ore discovered on the north part of the lode, and running north or at the back of the level, this will produce about ½ ton of ore per fm. A rise has been commenced on back of same, and appears to be holding up quite as good as in the level, this being in whole ground to surface forms another encouraging and important feature in this mine. I must here observe that the bottom of this level is more productive than the back, and the whole of this ore ground being untouched and in reserve between this level and the 20 is also another important feature, and one from which considerable returns may be calculated upon. This level has been extended west 43 fathoms, at which point the holing or communication with Eystumtean has been accomplished, and without the loss of an inch of ground, a fact, which looking at the length and character of the level and surface above, entitles the agent who dialled and conducted the same to the greatest credit. This level has been driven on a promising lode, and at about 25 fms. from shaft it considerably improved; for about 7 fms. the lode produced full ⅛ ton of ore per fm., and looking at its appearance in bottom of the level it speaks well for another or further western branch in the levels below. The 36 from surface has been driven east about 45 fathoms, the whole of which has been through a productive lode, producing about ⅛ ton of ore per fm. At this point, finding that this level would come into Bwlch Gwyn 4 fms. below the 20, it was considered advisable to commence a level 4 fms. above this end, in order to communicate and correspond with that level, and lode has been extended 14 fms. through a lode producing full ⅛ ton of ore per fm.; the end being now productive, and there being still about 14 fathoms to communicate, and being all in whole ground to surface, is another important feature in this mine, and one from which considerable returns may be expected. In the back of the 36 the lode has been stoped by the present adventurers for about 20 fms. high and 30 fms. in length, from which the chief of the returns of the mines have been produced, and it is a gratifying fact to me, as a shareholder, and to the shareholders generally, to know that the stopes never looked better for the whole length than at the present time; and, as there is now about 14 fms. of back above this all in whole ground, there is no doubt of a large body of ore being in reserve at this point to continue and increase the returns of this mine. About 14 fms. above the back of the 36, there being a long distance of whole ground between this point and the 20, west of Bwlch Gwyn, it has been thought advisable to commence a level in order to communicate with the 20, above referred to, and it gives me great pleasure to be able to state that this level is being driven in a very promising lode, producing full ⅛ ton of ore per fm., and in which a vugh, or cavity, has been discovered 26 feet high and nearly 20 ft. long, lined or faced with beautifully crystallised specimens of lead, spar, carbonate of lime, &c., which is a great indication of productiveness of ore, and a feature which all practical miners are glad to see. This point being 40 fms. from the 20 end, west of Bwlch Gwyn, and being all in whole ground, is another very satisfactory and important point in this mine.

BWLCH GWYN is now in fork; but the fact of that mine having been the chief place from which the Messrs. Taylor rose about 10,000*l.* worth of ore, it is not to be expected that those gentlemen left us a very rich mine, but there are many places from which ore can be returned at a moderate tribute, and by extending the levels new ore ground will, no doubt, be laid open, but my object being now to report upon present sent appearances, I can only refer to what has been done, and to observe that there is every probability of discoveries being made, and returns as soon as the shareholders may think fit to develope same.

EYSTUMTEAN is a very large sett, from which very large returns have been made as also to the fact that there are several parallel lodes, I think this a very first-rate speculation; but, as a considerable sum of money would be required to develope the same, I would advise it remaining as it is at present, unless a new company might think it advisable to raise capital for that purpose.

In conclusion, having given as correct a statement of the appearances of the different levels and stopes as I am enabled to give, I can only congratulate the shareholders on the prospects of the mines, which, upon examination of the different points, they will find to be very good, and they may expect at no distant period to receive satisfactory returns for their outlay, and that Nanteos and Penrhiw Mines will prove to be all that has been predicted of them. In speaking of the improved and flattering appearance of these mines, I ought not, nor am I disposed, to neglect or look over the conduct of the manager, who has been the cause of these results; and when I find the five months, the whole of the ore ground for 30 fms. below adit laid open, but still in reserve, when I find the most intricate points, as regards dialling, conducted without the loss of an inch of ground or one penny to the adventurers, when I find the average price for stoping the ore ground about 30s. per fm., when I find the dressing cost of the mines (now returning full 25 tons of ore per month) only about 15*l.* per month, including the captain dresser, and when I look at the general expenditure of the mines for the last 3½ years, as compared with the previous expenditure, I must bear testimony and give credit to the agents for all this, and I have no hesitation in saying that there is not a mine in England, Ireland, or Wales, that can show more work done for so little money as can be shown by the books of Nanteos and Penrhiw Mines. The returns for the next month will be 30 tons of ore, and I have no doubt of their being increased shortly to 40 tons. The present monthly cost is about 270*l.*, including merchants' bills, &c."

NANTEOS AND PENRHIW.—M. Barbery, April 13: In the 20, driving east of Penrhiw engine-shaft, the lode is about 2 feet wide, saving work; in this level, driving west, the lode is 2 ft. wide, and is of a very promising character, and yielding full ¼ ton of ore per fm. In the winze sinking in the 10, east of shaft, the lode is 2 ft. wide, with a good mixture of ore throughout. In the 10, going east, the lode is very wide; the portion broken will yield about 10 cwts. of ore per *fm.* In the 30 above adit, going east to ditto in the 20 above adit, going east, the lode is 3 ft. wide, yielding on an average 4 ton of ore per fm. In the 30 driving west of Taylor's, towards Penrhiw, the lode is 3 feet wide, yielding 1 ton of blende per fm., with a slight mixture of ore—looking promising. The lode in the stopes throughout the mine is looking well, and yielding its usual quantity of tin. Capt. Joseph Richards inspected these mines on Monday last, and I think he is highly pleased with our general prospects.

— J. Richards, April 14: I visited the Nanteos and Penrhiw Mines on the 6th and 7th inst., and the following is my report thereon:—I find that in the western portion of your sett a deep adit level has been commenced, and brought up, and is now of very considerable advantage to the future working of the mines; it having unwatered the whole of your present workings to the depth of 46 fms. below the surface, whereby a very great saving in your pitwork, and indeed everything connected with the pumping-gear, will be effected. After traversing this deep adit level for a considerable distance, I found a rise had been put up in the back of this level 22 fms., where a lode was intersected, I believe, by the old men; and from the ground taken away at this point, I believe the lode to have been found a productive one. I think further trials should be made here; and I have good reasons for supposing that it would be attended with good results. Should you succeed in finding a good lode here, you will have a great length of ore ground laid open, which will enable you to increase your returns, and make good profit. Penrhiw engine-shaft is sunk to the 20, below deep adit. The lode in the 20, western end, is composed of carbonate of lime and lead ore, worth of this latter 6 or 7 cwts. per fm., and promising further improvement. The 20 east is extended about 10 fms.; the lode for the first few fathoms driving is small, but in the present end is nearly 2 ft. wide, composed of carbonate of lime, mundic, and spots of lead ore—a very promising lode. In the 10, east of Penrhiw engine-shaft, the lode is large, and producing some good lead ore. About 9 fms. east of Penrhiw engine-shaft, in bottom of this level, is a winze in course of sinking, the lode in the bottom of which is said to be worth 10 cwts. of lead ore per fm. The stopes in back of 10 east are worth about 10 cwts. of lead ore per fm. In the 10, west of Penrhiw engine-shaft, the lode for several fathoms is in a good productive one, although in the present end it is small and poor. Should the 20, under this point, open out well, it will leave a good many fathoms of available ore ground, and of which I have but very little doubt. To the east Penrhiw is Bwlch Gwyn, where, in the back of the adit level, the lode, in places, is worth several cwts. of lead ore per fm. There is about 60 fathoms between Penrhiw and Bwlch Gwyn, and should the lode in back of the adit, for this distance, prove productive, it will lay open valuable ore ground. The 36 is driven east of Penrhiw, towards Bwlch Gwyn, about 30 fathoms, where a rise in the level takes place, which is intended to communicate with the 30, driving west of Bwlch Gwyn, which will be of great advantage to both concerns; causing good ventilation throughout the mines, and also good footway, &c. The lode in the 30, driving east of Penrhiw, is a kindly lode, being composed of carbonate of lime and good stones of lead ore; the stopes in back of the level are worth full 10 cwts. of lead ore per fm. In the 20, east of Penrhiw, there are two men driving to keep the level ahead of the stopes in the back, both of which will turn out about 10 cwts. per fm.—At Bwlch Gwyn, Taylor's engine-shaft is sunk 50 fms. below the surface; the deep adit, however, only coming in 46 fms., leaving 4 fathoms of water at this shaft; consequently, I could not see the 50. It is a matter for consideration whether the water should be lifted up to the 46, and 50 west driven; particularly as there is no 40 driven west, and the lode in the 30 above, now within 14 fms. of communicating with Penrhiw, is laying open ground that will come away on tribute. In the levels east of Taylor's there is nothing particular to notice, except that the backs, &c., are nearly all taken away, from which we may conclude that the lode was a productive one. In conclusion, allow me to say that I am much pleased with the prospects of the mine generally, and that I consider the returns may be at once increased to 35 or 40 tons per month.

NETHER HEARTH.—W. Vipond, April 11: The end over the level and the stopes are all rather poorer this week. The north vein is about the same as last reported. The north workings are yielding a good deal of ore, but not so much as the appearance over the drift led us to expect. We are now engaged carting and crushing the old wastes on the mine, and they seem likely to raise a fair quantity of ore. The carrier has taken 51 tons of ore, and we have 2 tons more ready for delivery.

NORTH BASSET.—T. Glanville, April 14: In the 42, the last 6 feet driving, the lode has been small, and unproductive, it is again opening, and producing good stones of grey ore. In the rise, in back of the 42, the lode is 3 ft. wide, yielding 4 tons of grey ore per fm. In the winze, sinking below the 42, the lode is yielding 2 tons of ore per fm. In the 52 cross-cut, driving north, we hope to intersect the lode in about a week, and communicate with the winze, sinking below the 42. The lode in the 32, west of Grace's shaft, is 3 ft. wide, composed of gossan mixed with grey ore, but not to value. There is no change to report in any other part of the mine. We have sold, to-day 255*l.* 9s. 7d. of tinstuff.

NORTH BULLER.—W. Thomas, jun., April 11: The ground at the engine-shaft, sinking under the 65 fm. level, continues favourable for exploring, and the lode yielding stones of copper ore. The lode in the 65, driving west of engine-shaft, is 18 in. wide, composed of capel, killas, and blende. The lode in the 65, driving east and west on Clinton's lode, is small—blende, spar, and stones of copper ore. The ground in the 80 cross-cut, driving north from Wheal Uny engine-shaft, continues much as usual, letting out pretty much water.

NORTH DOWNS.—J. Prince, April 11: The sumpmen having completed sinking the fork, at Prince's engine-shaft, they will now commence driving south-east to cut through the cross-course, and reach the lode. We purpose also to drive west through the veins of flookans shown on the section, contiguous to which a good shoot of ore has been taken away as far down as the 20. The ground in the cross-cut extending south from the 20 end east continues much the same as it did last week, present price 6*l.* per fm. The 10 end being still in disordered ground, we have suspended driving it for the present, and have placed the men to rise through the slide a few fathoms behind the end; this rise will not only prove the lode above the slide in this piece of untried ground, but if it is found good, as we expect, it will facilitate opening tribute ground. The lode in the pitches several fathoms to the west of the rise will be taken down next week, and be dressed against the usual sampling time; the value of the lode will be given you in next week's report. The lode in the 10, west of the engine-shaft is at present small, and the ground rather hard for driving. The stopes at Peever are producing some good work; we shall prepare another parcel of tinstuff for market as soon as possible, after which the value of the lode can be regularly given. I beg to enclose the particulars of a small parcel of black tin sold to-day.

NORTH FRANCES.—P. Hosking, April 11: The lode in the 66, east of Eales's shaft, is 1½ ft. wide—poor. The lode in Eales's shaft is 4 ft. wide, worth 40*l.* per fm. The lode in the winze, sinking under the 54, is 5 feet wide, worth 10*l.* per fm. The lode in Mackean's shaft is 2 ft. wide, a promising lode, with a little ore. The tribute in the back of the 54 is looking very well.

NORTH LAXEY.—R. Rowe, April 15: The 12 is driven north 3 fms. 3 ft., the lode is about 2 ft. wide, chiefly black gossan containing stones of ore, it does not look so well to-day as it did a few days ago; the south end is driven 3 fms., the lode in it is 3 ft. wide, and on the hanging wall there is a nice bit of ore up and down the end; by actual measurement to-day I see we have yet to drive in this direction 3 fms. 3 ft. before being perpendicular with the bunch of ore first discovered in this mine at surface. In the adit end, driving south, there is no improvement, the lode is again in two parts, and composed entirely of rich looking gossan. In the adit level driving north we certainly, from appearances, ought to have something good directly, the lode is about 18 in. wide, letting out a flood of water, and in the gossan we broke some nice stones of ore to day. In the course of another 10 days I expect to have the dressing-floors ready to commence washing up some ores.

NORTH WHEAL ROBERT.—J. Wolferstan, April 16: I do not find much alteration here. The lode in the western ground is holding good, and if anything, improved; and so is the 40 end west. There is every prospect of the next sampling being a very good one, both in quantity and quality.

NORTH WREY AND JULIA.—J. Hodge, April 15: The engine-shaft is sinking to my satisfaction. By the end of this week it will be full 7 fms. deep. The caunter lode that we had in the shaft has, by some means, changed its underlay. It may soon be in the shaft again; but whether so or not it will be of little or no consequence, as, if not, we shall have less water for the engine to draw, and the men will be able to sink the shaft with greater speed. This will be a saving of time for sinking, and the engine will consume a less quantity of coals. We, therefore, propose to sink the shaft with as little delay as possible—say, 25 or 30 fms. deep, and then cross-cut to our lodes this depth. We being in low ground, and having the same channel of lead-bearing ground as that of Wheal Wrey and the adjoining mines, will give us a good trial, which, in my opinion, cannot fail to prove a profitable mine. The engine works admirably, and performs its work with great ease. No other change to notice.

PEDN-AN-DREA UNITED.—J. Carpenter, T. Delbridge, J. Thomas, April 11: In the 90 fm. level, east from engine-shaft, on Martin's lode, the lode is 2 ft. wide, worth 10*l.* per fm. We have about 7 fms. more to drive to get under the tin ground gone down from the level above in the 80 new deposit. We would recommend that the 90 should be driven west, as nothing has been done to the west of the engine-shaft in this level; the lode is 4 ft. wide, kindly, with a cross-course about 10 fms. to the west of the shaft. In the 80 east, Martin's lode still continues its course in hard granite; the lode

is about 2 ft. wide, with a kindly appearance; from a van taken from the end to-day it will produce 2½ cwts. of black tin per 100 sacks of stuff. The lode in the 60, west from engine-shaft, on Martin's lode, is disordered, and produces a little tin, not to value. In the rise behind the end, on the same lode, the lode is from 1 ft. 6 in. to 2 ft. wide, worth 30*l.* per fm.; when this rise is communicated with the 55, we expect to open a good piece of tribute ground. We would also recommend that six men be put at once to rise in the back of the 68, to hole to this end; by so doing, we shall open the ground from the 68 to the 56 in the heart of the tin ground in the western part of the mine. The stopes working on tribute in the 80 new deposit, the 80 and 70, on engine lode, and the 60 west, on Martin's lode, are looking well, yielding a fair quantity of tinstuff. Some of the old pitches on the different lodes are not looking so well, and not yielding so much tin. We are getting on with our surface works with all possible dispatch with the number of hands employed.

PEMBROKE AND EAST CRINNIS.—J. Dale, G. T. Trewren, April 14: The 162 cross-cuts, south and north from Reed's shaft, are progressing favourably. In the 112 end and stopes no lode taken down for the past week. In the 100 east and west, at Smith's shaft, no lode taken down since last report; we are at present driving by the side of it in killas. In the stopes in back of the same level no lode taken down. In the 70 east the lode is from 12 to 18 inches wide, looking very kindly, and producing some tinny work.

PENDEEN CONSOLS.—W. Eddy, April 11: There was too much water in the shaft for us to sink with water-barrels, as we did in the levels above; we are now obliged to keep the lift in the bottom of the shaft with us before we hauled it up to the level above into a fork. The engine then had only to work about six hours in the twenty-four, and that with one engine-man; now we must keep it at work all the time, with two enginemen, with little more than a stroke per minute, which is scarcely anything for the engine. We have plenty of power to pump twelve times the quantity of water we have. The water is issuing from the bottom of the shaft; it is neither salt nor fresh, but brackish, or mineralised, and warmish. I hope next week we shall be able to give you a favourable report. We shall have the lode broken down, and will let you know its quality; it is a strong, healthy one, and must turn out to be a rich lode.

PENHAUGER.—T. Grenfell, April 16: The engine-shaft is sunk 17 fms. 1 ft. below the adit; the lode although not quite as orey as when last reported on is very desirable in appearance, presenting strong indications in favour of driving north and south.

PONTYSTWITH.—M. Francis: We are doing no work underground in this mine for the present.

RHEIDOL.—R. Ridge, April 11: The lode in Midway level is still improving, and the ground much better for driving. In Nantglas engine-shaft the lode is much the same as last reported; the depth of shaft is 1 fm. 3 ft. In Rhurhygos Midway level the ground still remains hard for driving. At Gwaithcock the ore is much improved in driving the deep level. In Rathdu upper workings, the pitch in back of level is much the same.

ROSEWARNE AND HERLAND UNITED.—S. Mitchell, April 15: The lode in the 8, east of the engine-shaft, is 2½ feet wide, but unproductive at present. The rise in the back of this level, east of the former one, the lode is 7 ft. wide, of excellent work. The winze sinking below this level is down about 5 fathoms; we are carrying 5 feet of the lode, which is good work. There is a leader on the south side, from 5 to 8 in. wide, almost solid tin. The copper branch in the 18 is much the same as last reported. We shall drive 4 fathoms more east, and then drive north to intersect the tin lode. The 8 west is producing good work, and the rise in the back of this level, 8 fathoms behind the end, is producing good stones of tin.

SILVER VALLEY.—F. Evans, T. Wasley, April 14: We have a great improvement in the 26 fm. level north; in the past week the lode has widened to 3 ft., and is likely to go on improving. The south lode in the 26 is 2 feet wide, with occasional stones of lead. In the 16 south a part of the lode has been seen, but not sufficient to report on; the ground is still favourable for lead; we shall commence to cut through the lode to-morrow. The lode in the rise in the 16 north is large, with spots of lead, and a great deal of mundic. The 16 cross-cut east is driving on an east and west flookan, which is producing occasionally some rich stones of lead, and also crossing several branches of lead, showing the country to be highly mineralised. Altogether, we think our prospects are better, with a chance of great increase, especially at bottom.

SITHNEY WHEAL BULLER.—W. Teague, April 14: Since the last meeting, the south shaft on Schneider's lode has been sunk 4 fms. 5 ft. 9 in., which cost 34*l.* 14s. 2d.; it is now 6 fms. 2 ft. 9 in. below the 60. At this shaft, in this level, there has been ground stoped for cistern, pent-house, and cistern fixed to keep up the upper water, shaft-plat cut, and plat collar put in for 10*l.*; it is now being sunk by six men and four boys, at 11*l.* per fathom. The lode at present is worth 10*l.* per fm., and we are daily expecting to meet with the same rich course of tin as there is in the 70 east on this lode, in Wheal Metal, where it is worth 50*l.* per fm; this end is about 5 fathoms west of the shaft. The 60 east, on this lode, has been driven 2 fms. 6 ft., which cost 18*l.* 13s. 4d., being now extended 4 fms. 1 ft. from the south shaft; this end is suspended for the present, in consequence of these men being put in the south shaft to assist the south shaftmen, in order to effect a communication with the cross-cut south in the 80 as early as possible. The 50 west, on Schneider's lode, has been driven 3 fms. 3 ft., which cost 29*l.* 16s. 1d., and now extends 12 fms. 1 ft. 5 in. from the cross-cut, the lode is worth 8*l.* per fm.; this end is now being driven by four men, at 8*l.* per fm. These men have also stoped in the back and bottom of this level 4 fms., and opened 2 fms. of ground in the south side, in order to develope some veins of tin which were running parallel with the lode, these operations cost 20*l.* The 50 east, on the new lode, has been driven 6 fms. 4 ft., which cost 26*l.* 0s. 5d., and is now extended 37 fms. 8 in. from the cross-cut; for the last 2 fms. the lode has produced some very good stones of tin, and the present appearances are very favourable, it is now being driven by four men, at 4*l.* 10s. per fm. By a short cross-cut north from the north lode in the 50 we met with a lode 2 ft. wide, and of a promising character, producing a little tin; this is supposed to be Schneider's lode, which has crossed the north lode at an angle of 15°, by driving upon it east to ascertain its bearing, composition, and value, all in whole ground going east, it is expected that considerable light will be thrown upon our operations. The cross-cut south from the north lode in the 50 has been driven 3 fathoms, which cost 22*l.* 10s., and communicated with the south lode. The cross-cut south from the engine-shaft in the 80 has been driven 6 fms. 1 ft. 6 in., which cost 59*l.* 11s. 8d., and is now extended 7 fms. 2 ft. from the shaft; from the appearance of the ground in this cross-cut, it being fully mineralised, and as there is a good course of tin coming towards us in the 70, at Wheal Metal, we anticipate on shortly intersecting a good lode. We calculated this cross-cut would be 14 fms. long, but as the lode since then in the shaft underlies further north, we may cut the lode 3 fms. earlier. The cross-cut north in this level has been driven 1 ft. 5 ft. 4 in., which cost 13*l.* 4s. 5d., and now in 13 fms. 5 ft. from the shaft; from the appearances of the ground in this cross-cut we presume that a lode is near, a branch having the underlie of the lode has been intersected in the cross-cut, but is unproductive; it is advisable to open a little upon it to be sure of its direction, underlie, and value, also to continue the 80 cross-cut north for 5 fms. further (while actively pushing the 80 cross-cut south), to ascertain for a certainty whether the north lode is not still further north, as the water in the end, and improved appearance of the ground, seem to indicate it is. This operation is necessary, to ascertain with some certainty the exact position of the lodes in the 80, in order to fix the proper angle of incline at which the north shaft should go down, and so save, perhaps, a great expenditure of money hereafter in the putting out of longer cross-cuts, than by a little care now may be found necessary. The shaft east from engine-house has been cleared up 7 fms. 2 ft., which cost 6*l.*, but in consequence of water being in this level it is suspended. A new shaft tackel has been erected in the north shaft, and the tramroad repaired for the conveyance of stuff to the stamps. The engine is working very satisfactorily.

— The south shaft, on Schneider's lode, has been sunk 3 feet; the lode continues to be worth 10*l.* In the 50 fm. level, west of cross-cut, on Schneider's lode, the lode is worth 8*l.* per fathom; driven 3 feet 9 inches. In the 50 fathom level, east of cross-cut, on Schneider's lode, the lode is 2 feet wide, having every appearance of shortly making a rich lode; driven 3 ft. 6 in. In the 50, east of cross-cut, on the new lode, the lode has improved, and in the last few days has produced some good stones of tin; driven 6 ft. The cross-cut south from the engine-shaft, in the 80, has been driven 5 ft.; from the mineralisation of the ground in this cross-cut it is believed that the lode is near. In the 70 east, on Schneider's lode, at Wheal Metal, the lode is worth 50*l.* per fm.; which, from its being so very near where it is anticipated the lode will be cut, renders this a point of no ordinary interest; the cross-cut north in this level has been driven 3 ft. 3 in., and the ground here gives every reason to presume it is near a lode.

SORTRIDGE CONSOLS.—J. Richards, April 16: There is no alteration in any part of the mine, worthy of notice, since my report of last week.

SOUTH BEDFORD CONSOLS.—J. Phillips, April 16: The lode in the 62 fathom level, west of Red Whim shaft, is 2 ft. wide, yielding 2 tons of ore per fm. The stopes in the back of the same are worth from 2 to 3 tons of ore per fm. The stopes in the 36 fm. level, west of Gullett's shaft, are worth 3 tons of ore per fathom. There is no alteration in any other part of the mine since last report.

SOUTH CARN BREA.—T. Glanville, April 14: Saturday last being our settingday, we set the deep adit level to drive south of the engine-shaft by eight men, at 10*l.* per fm.; driven in the past month 4 fms. 2 ft. 3 in. At the flat-rod shaft the skip-road is completed: we shall commence to draw through it in a few days; set to drive a 58, east and west of the shaft, by 12 men, at 8*l.* per fm. The 48 to drive west of the flat-rod shaft by six men, at 10*l.* per fm.

SOUTH DEVON GREAT CONSOLS.—J. Cock, April 11: We have reached the wall of the lode in the 58 cross-cut, and I am glad to say it presents a kindly appearance, and we expect to cut through it in a day or so. There is no particular alteration in any other part of the mine. The lode in the 50 west is still divided. We have met with another small orey branch in the 50 cross-cut, but we have not discovered any lode here worth driving on.

SOUTH DOLCOATH AND CARNARTHEN CONSOLS.—W. Roberts, April 14: All the levels, &c., are progressing favourably, but without any alteration in the lode since last reported.

SOUTH GORLAND.—J. W. Gilbert, April 11: The deep adit level west, on Messer's lode, is still disordered: the two parts of the lode are evidently coming together, and something good may be expected at the junction. The three stopes at the back of the deep adit level are yielding a fair quantity of copper ore, fully equal to my last report. The stopes in the back of the shallow adit level are worth 6*l.* per fm. We can sample, during April and May, copper ores 50 per cent. beyond the cost for the two months. The engine-shaft is sunk from 90 to 100 fms. from surface, and should be prosecuted with every dispatch to the intersection of the south lode, which would be effected in 25 or 30 fms. from the present bottom. This is the main point as regards the future working of this mine; and as a favourable change has taken place in the ground, this shaft can be sunk for about 14*l.* per fm. Discoveries may be made previous to the intersection, and, if fairly developed, great profits may be realised. I calculate, for draining the water to the bottom of the shaft, the consumption of coals, &c., will be about 80*l.*, and this work can be accomplished in about a month.

SWANPOOL.—J. Kitto, April 15: The lode in the 40 west is 1½ ft. wide, composed principally of mundic and peach, but at present poor for lead, although it still presents a promising appearance. The lode in the rise in the back of the 50, west of engine-shaft, is 2 ft. wide, producing saving work for the floors; this is very much improved since my last report. The new shaft in the western part of the mine is sunk 12 fms. below the adit; this is progressing very favourably. The 50 cross-cut north, and the 30 and 40 fm. levels east, are much the same as last reported. The tribute department is looking more favourable than it has for some time past.

ST. AUSTELL CONSOLS.—R. H. Williams, April 12: The mine throughout is without much alteration. The end in the 35 cast is improved for tin; I have set two tribute pitches at 6s. 8d. in 1*l.* tribute at this place. I hope to set more shortly, as we open out the lode; we are not quite clear of the slide going west.

TAVY CONSOLS.—R. Williams, April 14: Since the last meeting, we have continued to stope the bottom of the 56 east, and the lode has continued to produce, on an average, 4 tons of ore per fm.; stoping at present by eight men, at 6*l.* per fm.; in the back of the 56, over the last-named stope, we are stoping by four men, at 5*l.* per fm., where the lode is worth about 1½ ton of ore per fm; this stope is going up towards the 46 in whole ground, and, therefore, I place some importance on it, as the chances of finding a continuously productive lode here are good, judging from the productive nature of the same in the level above. The stope in back of the 36 west still continues by eight men, at 6*l.* per fm.; this lode is worth full 5 tons of ore per fm., with a large quantity of mundic. In the last-named level we are rising on the cross-course towards the 24 for ventilation, and I hope for opening a piece of ore ground between the cross-course and the shaft. The 36 is being driven east by four men, at 4*l.* 10s. per fm.; here the lode is very promising, and is spotted with ore, but is at present of no value; I think, however, that this point should be prosecuted, as, from the productiveness of the lode in the level above, there is a fair chance of finding it so here. The 80 is being driven east of the shaft by six men, at 7*l.* per fathom; the ground at this deep point is of a kindly appearance; the lode is formed, being about 10 in. wide, but at present produces no mineral but mundic. These are the whole of the underground operations in the mine which I recommend being continued, and after the end of the present month I propose driving the 46 east by two men, and the 56 by two men; this will involve the expense of two additional men only, as those now in the rise in back of 36 will, at that time, be at liberty to resume one of the places recommended. In reference further to the 46 and 56, I beg to observe that, although I recommend two men in each place, I would, if circumstances would allow, rather say four men in each of those places, as a further development in this direction is very desirable, and that more particularly as regards the 46 east. The quantity of ore for sale on the next occasion will be from 100 to 110 tons, and in all probability the latter; and from the present prospects of the mine, I think the following sale will exceed this. The number of miners now employed is 32, with 11 others, including smith and carpenter, with an average of about 16 persons on the dressing-floors. The purser and captain are not included in the above. The average labour cost is about 200*l.* per month.

TEES SIDE.—R. Bray, April 14: The level driving east at Metal Band is poor, and hard for driving; lode composed of spar, stone, clay, &c., with a small string of lead. I anticipate meeting with better ground shortly. We weighed off 8 tons 4 cwts. of ore on Thursday last, and shall complete the 10 tons sold the beginning of next week, and another good sample will follow in a few weeks.

TREVONE CONSOLS.—W. Tom, April 14: I may say now our machine is finished, as also the whim, and shall be raising the ore forthwith, and dressing for a sampling in four weeks. The north end in the 25 is still as good as ever, also the north end in the bottom, which I am going to stope away with the sinking; it will be done far cheaper, and the ore raised more speedily. I am also going to resume the work in the 10—that is to take down the ore and stope away after the branch, and sink a winze on the lode to give air to the 25, and at the same time it will prove the lode. I have also six men working in another part of the sett granted by me, called the Seal Hole, they are stoping on very good branches of grey and yellow ore, which we have commenced dressing also.

TREWETHA.—T. Richards, W. Rowe, April 14: The 70 cross-cut is extended towards the lode 6¼ fms. In the 60, north from the engine-shaft, the lode is worth 7*l.* per fm.; the south end is worth 3*l.* 10s. per fm. The 50 north is worth 3*l.* per fm. In the 40 north there is no change, still unproductive. The stopes throughout the mine are much as last reported.

VALE OF TOWY.—S. Thomas, T. Harvey, S. Harper, April 14: At Clay's engine-shaft, sinking under the 50, the ground much the same as last reported, sinking about 1½ foot per week. In the 50 north the lode is 2 feet wide, composed principally of killas, and 6 in. on the east side is spar, mixed with a small quantity of lead. In the same level south, driving east on the cross-lode, the lode is 3 feet wide, occasionally producing good lead. In the 40, south of Field's shaft, the lode is 3 feet wide, producing about 5 cwts. of lead per fathom. In the same level, north of Clay's engine-shaft, in the winze in bottom, the lode is as last reported, producing 1 ton of lead per fm. We have commenced sinking Bonville's shaft, under the 40. In the 40, north of said shaft, the lode is 3 feet wide, producing about 4 cwts. of lead per fm. In the winze in the bottom of the 30, north of said shaft, the lode is 3 feet wide, producing 5 cwts. of lead per fm.; in the same level north the lode is 2 feet wide, producing lead, but not sufficient to value. In the 20, south from Bonville's, no ground opened in the past week, the men being engaged on other work; in the same level, driving east from Clay's engine-shaft, the lode is 3 feet wide (as last reported), mixed with spots of lead.

VIRTUOUS LADY AND BEDFORD.—J. Metherell, April 16: We are clearing up the old shaft as fast as possible, which will be at much less cost than to sink a new one, and only to drive a few fathoms more, when I believe we shall meet with something very valuable. I should recommend the sinking of a shaft on the north part of the sett by two men, for the present, where we can, at present, break some splendid stones of ore at surface, and I believe profits will be the result.

WEST ALFRED CONSOLS.—S. Lean, R. Stevens, April 15: The ground in flat-rod shaft, sinking below the 85 is favourable. The lode in the 85, west of said shaft, is 3½ feet wide, composed of spar, mundic, and stones of copper ore. The lode in the east end, in this level, is 6 feet wide, and worth 25*l.* per fm. In the 75 west we have this day cut the south wall, the lode is 6 feet wide, worth 6*l.* per fm. The lode in the 60, west of No. 1 winze, is about 3 feet wide, and will produce 1¼ ton of ore per fm. The stopes in the back of this level are worth 15*l.* per fathom. The stopes in the back of the same level, east of No. 1 winze, are worth 15*l.* per fm. The stopes in the bottom of this level, west of Elle's winze, are worth 12*l.* per fm.

WEST BASSET.—W. Roberts, April 14: North Lode: At Thomas's engine-shaft the lode continues 7 ft. wide; 2 ft. on the north part produces good ore. In the 114 east the lode is 4 ft. wide, unproductive. In the 104 west the lode is 2 ft. wide, worth 1½ ton per fm.; in the same level east the lode is 2 wide, with stones of ore. In the 94 east the lode is 3 ft. wide, producing 1 ton per fm. The 84 east produces 2 tons per fm.—Engine Lode: In the rise in back of the 52 the lode is 3 ft. wide, worth 2 tons of ore per fm. Stopes and pitches are turning out well.

WEST COLLACOMBE.—H. Rodda, April 16: At the eastern engine-shaft the men will have completed the cutting of the ground, and be in regular course of sinking the shaft, on the course of the lode, in about a week from this date. In the 20, west of the eastern engine-shaft, the lode is not quite so large as when last reported on, it being from 16 to 18 in. wide, composed of capel, prian, mundic, &c. The engine and all other appliances connected therewith are working well.

WEST PAR.—J. Webb, April 15: In consequence of the late floods, we have not been able to drive the 65 much since my last report, but shall get out the water, and resume driving to-day. The lode in the 45 east is rather improved in size, with some good stones of tin. The stopes in back of the 45 are not very good, and will hardly pay its cost in stoping, but we shall see more about it shortly, when we prove the value of the tinstuff which is now being calcined. The mundic is so very abundant that I cannot give much idea as yet on the worth of the stuff we are now stamping; it is evident we must look deeper than the 45 for much rich work.

WEST ROSEWARNE UNITED.—Wm. Richards, April 11: The engine-shaft is being sunk below the 30 at 21*l.* per fm., by 12 men. We are driving the 30 east by two men, at 2*l.* 5s. per fm., lode 2 ft. wide, mundic and quartz. The 30 west by two men at 2*l.* 5s. per fm.; lode 3 ft. wide, mundic, &c.; driving adit cross-cut south by four men to cut the flookan, the ground hard. I have suspended the adit on the north lode. Our great object is to push down the shaft, and try to get into a better channel of ground.

WEST SHARP TOR.—W. Richards, April 13: The ground in the cross-cut north of the new shaft, and the ground in the 70 east of Morris's engine-shaft, is a little harder than it has been. The ground in the new shaft, and that in the 90, east of Morris's shaft, is without alteration. Some very good stones of grey copper ore have been obtained from the lode in the bottom of Morris's engine-shaft during the past week, but the present sinking lift being now nearly 20 fms. long, and the water so quick, materially impedes the progress. We hope to commence the alteration of pitwork in about a fortnight from this date.

WHEAL AGAR.—W. Roberts, April 14: The stope in the back of the 40 continues worth 20*l.* per fm. Other parts of the mine are much the same as last reported.

WHEAL ARTHUR.—T. Carpenter, April 13: Old Lode: We have discovered some very good tin ground in the 40 east below adit; the lode is 3½ ft. wide, worth 6*l.* per fm. for tin. The lode in Palmer's stope in back of the 20 east below adit is 7 ft. wide, worth 12*l.* per fm. for tin. The lode in Hoskins's stope in back of the 10 east below adit is 4 ft. wide, worth 7*l.* per fm. for tin.—Watson's Lode: The lode in Wilton's stope in back of the 30 west from surface is 4 ft. wide, worth 6*l.* per fm. for tin. The lode in Wood's stope and sink in bottom of the 30 west from surface is 4 ft. wide, worth 4*l.* per fm. for tin.—North Lode: The lode in the 10 west below adit is 2 ft. wide, composed of spar, peach, mundic, and spots of copper ore. The lode in Sellick's stope in back of the adit west is 3 ft. wide, worth 10*l.* per fm. for copper ore. The lode in Thomas's winze sinking below the adit level east in eastern mine is 4 ft. wide, yielding stones of copper ore.

— T. Carpenter, April 16: Old Lode: We have a very good improvement in the 40 east, below adit, the lode is 3½ ft. wide, worth 20*l.* per fm. for tin, and looks very promising to yield great quantities of tin.

WHEAL EDWARD.—M. H. East, April 9: North Lode: The lode in Peter's winze, sinking under the 64 east, is 3 ft. wide, worth 13*l.* per fm. The lode in the 64 west is 6 feet wide, yielding stones of ore; the end is rather hard for driving at present. The lode in Bickle's winze, sinking below the 54 east, is 4½ feet wide, principally mundic and ore, and is worth of the latter about 15*l.* per fm. In the 54 west we have met with a small slide, this accounts for the fluctuations which have taken place in the lode at about this point. The main part of the lode is without doubt still to the north part of the end, probably from 9 ft. to 2 fms.; 6 ft. of the ground is already driven, and most likely the main part of the lode will be seen by the end of next week, possibly before. The lode in the 41 west is 2 ft. wide, yielding stones of very rich ore, and from the present appearance an important change for the better will be met with in a few feet further driving.—South Lode: In the engine-shaft we have cut into the lode about 2½ ft.; the character of the lode seems changed for the better. We shall sink about 6 ft. deeper, and then strip down the lode for the entire length of the shaft, as it is likely to yield some good saving work. The leading points throughout the mine assume a very satisfactorily appearance.

WHEAL EMMA.—W. Goldsworthy, April 16: On Thursday last we weighed off at the mines our month's ore, which was 78 tons dry weight, worth from 700*l.* to 800*l.*, while in the same month we estimate that we have discovered in driving our bottom level about 3000*l.* worth of ore. The month's produce is being carted at Totnes, and will be sampled when the 124 tons at the wharf is weighed off to the purchasers. We have just commenced driving west from shaft, in the 34, where we look forward to cut into the best source of ore yet seen in the mine. We are still opening up good tribute ground in the 22; this end has been driven about 8 feet since my last report, the orey part of the lode is 3 ft. wide, producing 1 ton of rich grey, yellow, and mealleable ore per fm. The winze sinking from the 10 to the 22 is now down about 5 fms.; the lode is 3 feet wide, composed of gossan, fluor spar, and in the eastern end a very rich branch of grey ore 1 ft. wide; this branch in the western end is small, but on the whole the lode is fully worth from 10*l.* to 12*l.* per fm. We have been somewhat hindered in sinking this week owing to the water. Our tribute is progressing favourably, and our ore-floors at the mine, as well as at Totnes, must be extended to make room for the coming increase.

WHEAL GRENVILLE.—G. R. Odgers, April 11: The ground in the 70 cross-cut, north of the main lode, is of much the same character of granite as for some time past.—Newton: The lode at the engine-shaft is about 8 in. wide, composed of quartz and gossan; I think there is more quartz in it than there was, which I like. Yesterday some water broke away from the old men's workings, which rose nearly 20 fms. in the shaft, and this will hinder our sinking for a day or two; we shall, however, take means to prevent a resurrence of it.

WHEAL GUSKUS.—J. Richards, April 14: Our stopes in the back of the 60 fm. level, on Guskus lode, west of the engine-shaft, is worth 8*l.* per fm. All other places without alteration since last reported.

WHEAL HARRIETT.—S. Williams, April 11: The 90 cross-cut is progressing as fast as the nature of the ground will admit, it being rather hard. The lode in the 74, east from the cross-cut, is small. The lode west from the cross-cut in the above level is 1½ ft. wide, worth for copper ore 1 ton per fathom. The lode in the winze sinking below the 50 is 2 feet wide, and improving for ore. The south lode in the 50, east from cross-cut, is 6 in. wide, producing occasionally good stones of grey copper ore. The lode in the west end of the above level is 1½ ft. wide, producing 1 ton of ore per fathom. The stopes in the back of the 50 fm. level are as last reported, worth about 2 tons of ore per fathom.

WHEAL HENDER.—W. Blewett, April 16: Rosewarne lode is 2 feet wide, and improved since last report. The south lode is from 2 to 3 feet wide, with stones of rich ore. In the bottom of the adit on said lode we have been sinking as far as the water will allow us, where the lode is large, with a copper ore leader, worth 10*l.* per fathom; this end is driving towards Trevole Mine, which is one of the best old mines ever drained in this country.

WHEAL MARY ANN.—P. Clymo, jun., H. Hodge, R. Knapp, April 16: Pollard's shaftmen have completed the trip plat in the 140, and are now engaged in casing and dividing the shaft, and fixing the guides from the 130 to the 140. The lode in the 130 north is 2½ feet wide, and worth 20*l.* per fm.; in the same level south it is 2 ft. wide, and worth 12*l.* per fm. In the 120 north it is 1½ foot wide, and worth 9*l.* per fm.; in the same level south it is 2 feet wide, and worth 10*l.* per fathom. In the 110 north it is 3 feet wide, and worth 8*l.* per fm.; in the same level south it is 2 ft. wide, and worth 18*l.* per fm. In the 100 north it is 3 feet wide, and worth 7*l.* per fm. Clymo's engine-shaft is the same level south it is 2 feet wide, and worth 7*l.* per fm. Clymo's engine-shaft is sunk 14 fms. under the 70. The stopes and pitches are producing much as usual. We sold on the 3d inst. two parcels of lead ore—No. 1, computed 92 tons, to Mr. T. Somers, at 27*l.* per ton; and No. 2, computed 70 tons, to Messrs. Locke, Blackett, and Co., at 10*l.* 10s. per ton.

WHEAL MAUDLIN.—W. Tregay, April 11: In the 20 cross-cut there are some sparry branches cut, but it is not certain whether they belong to the lode until we get more into it; in the rise in back of this level we have got up to where the ground is exceedingly hard, there being no improvement it will be stopped. In the adit level, driving east on the south branch, we have not yet cut the lode expected to come in from the north; it may have taken a turn a few degrees faster east than were seen in the cross-cut, which would account for it, the end being now at the point where this lode was expected to make its appearance, but a very small alteration in its course might throw it ahead several feet. The water in the engine-shaft, which had risen in the week nearly to the 20, is now got back 6 fms. below, and is still forking.

WHEAL TEHIDY.—D. Lanksbury, April 14: In the 90, driving west from diagonal shaft, the lode is 2½ ft. wide, containing spar and stones of ore; set to six men, at 12*l.* per fm. In the 80, driving west, the lode is 6 in. wide, producing a little ore; set to two men, at 6*l.* 10s. per fm. In the 70 west the lode is 2 ft. wide, composed of spar, mundic, and stones of ore; set to four men, at 6*l.* 6s. per fm. In the winze sinking below the 70, west from diagonal shaft, the lode is 1 ft. wide, at present unproductive; set to four men, at 7*l.* 10s. per fm. In the 60 west the lode is 3 ft. wide, worth 1½ to per fm.; set to four men, at 4*l.* 15s. per fm. In the 50, driving west on north lode, lode 1 ft. wide, with stones of ore; set to four men, at 5*l.* per fm. In the 50, driving east on the caunter, the lode is divided, and the ground is harder than usual; set to four men, at 12*l.* per fm. The 60, driving south from engine-shaft, is set to six men, at 14*l.* per fm.

WHEAL TRELAWNY.—W. Jenkin, W. Bryant, April 16: Smith's engine-shaft is sunk 7 fms. 4 ft. below the 132. The lode in the 132, north of Smith's shaft, is 3 ft. wide, worth 10*l.* per fm. In the same level south it is 3 ft. wide, worth 10*l.* per fm. In the 120 north it is 2 ft. wide, worth 8*l.* per fathom. In the 108, north of Chippindale's, it is 3 feet wide, worth 15*l.* per fm. The lode in the winze sinking below the 108, south of Chippindale's, is 3 feet wide, worth 12*l.* per fm. The cross-cut at the 98, north of Chippindale's, is extended west, 7 fms. 3 ft.—South Mine: The lode in the 142, south of Trelawny's shaft, is 2 ft. wide, worth 7*l.* per fm.; in the same level north it is 18 in. wide, producing a little ore. In the 130 south it is 2 ft. wide, worth 12*l.* per fm.; in the same level north it is 18 in. wide, worth 5*l.* per fm.

WHEAL UNION.—T. Glanville, April 14: At the engine-shaft the water is drawn out 24 fms. below the adit. The men are employed putting in bearers in the 20, to drop the lift to the 30, where we intend to fix a plunger. About 30 fms. south of the engine-shaft, we have discovered a winze sunk on the course of a lode 16 fms. below the adit; the lode is 18 in. wide, composed of soft spar and good stones of ore, but not to value. We shall be prepared to sink below the present bottom in a few days.

WHEAL UNITY.—J. Vivian, April 13: In the 30 west the lode is 2 feet wide, rather disordered at present, and worth about 7*l.* per fm. for copper ore; we have suspended this end at present, and put the men to rise to the 19, to open up tribute ground. In the same level east the lode is 2 ft. wide, improving in appearance, and worth about 5*l.* per fm. In the 19 west the lode is 2½ ft. wide, and opening tribute ground; in the same level east the lode is 1½ feet wide, and worth about 6*l.* per fm. In the 10 east the lode is 1½ ft. wide, composed of iron and spar. In the adit east on the lode is 2 ft. wide, composed of gossan and spar. In the adit east, on south lode, the lode is 1½ ft. wide, producing mundic, spar, and iron. The new engine-shaft is down about 9 fms., and the men have been employed for the past week to drive the adit north to come under the shaft to take up the water, which is just completed. The masons commenced the engine-house on Saturday last, and will get on with all possible dispatch.

WHEAL WAGSTAFF.—J. Crase, April 11: We have this week sunk Boundary shaft 5 feet; we have had a hard layer of ground, but am happy to say we have got through it—the shaft is more favourable for sinking. A kindlier stratum of ground I have not seen for many years. There is still a little water coming from the slide, but nothing to hinder us from sinking the shaft.

— J. Crase, April 15: Our shaft is very wet; some of the water is coming from near the collar of the shaft, some 5 fms. from the bottom, and some from under the slide, this is very coppery. We have nothing but rain day after day, the ground in bottom of the shaft is dry, so it is surface water, except what is coming from under the slide, which is from the copper lode. I think this rainy weather cannot continue much longer. I am obliged on account of the water to take off 3 fms. of the mens' stent. There are no men here out of employ, and at present it is a bad place to work.

WHEAL WREY CONSOLS.—P. Clymo, jun., W. Hancock, R. Roskilly, April 16: The engine-shaft is sunk 4 fms. 3 feet under the 54. The stummpen are now engaged in fixing guides in the whim-shaft for the skiffs. The lode in the 54 north is 2 feet wide, producing ⅛ ton of lead per fm.; in the same level south it is 8 feet wide, producing 12 cwts. of lead per fm. In the 44 north it is 2½ feet wide, producing ½ ton of lead per fm.; in the same level south it is 2½ feet wide, producing ¾ ton of lead per fm. In the 33 north it is 1½ foot wide, producing 7 cwts. of lead per fm. The stopes and pitches are producing much as usual. We sold on the 11th inst. two parcels of lead ore to Messrs. Sims, Willyams, and Co. No. 1, computed 81 tons, at 20*l.* 14s. per ton; and No. 2, computed 35 tons, at 10*l.* 2s. per ton.

WHEAL ZION.—J. T. Phillips, April 15: In the 80 cross-cut north the ground is not quite so hard for driving; the end continues wet. In the 65 east the lode is a little harder, and looking more kindly. In the 50 east we have two men driving south, where we find small branches of copper ore dropping into the lode, a very favourable indication for a deeper level. The winze below this level is sinking by four men; lode poor at the present time. In the glebe lands, we have commenced costeaning.

WILLOW BANK.—J. Sanders, April 14: We have resumed sinking the boundary shaft, where there is still a great quantity of water; the shaft is sinking by nine men, at 9*l.* per fathom. The cross-cut is extended north from the adit level about 5 fms., where some part of the lode is discovered. The adit level is progressing favourably, which, by driving in the present direction, will communicate with the part of the lode discovered in the cross-cut.

— J. Richards, April 14: I beg to say that I was at this mine on the 2d inst., and find that two engine-shafts have been sunk 17 fms. deep each; the westernmost one is sunk perpendicularly 17 fathoms below adit, where the lode is seen by cross-cut; I could not, however, see the lode here, as the water was not in fork. In the level above, however, I saw it, and found it to be of large size, composed of quartz, gossan, mundic, &c., a kindly lode; the deeper levels should be extended on the course thereof without delay more particularly westward from the shaft. At the eastern engine-shaft, now in course of sinking below the 17, the lode is nearly 4 feet wide, composed of quartz, mundic, &c., a very promising lode. This shaft should be forced on, for the purpose of driving on the course of the lode at the deepest possible point, for I think, judging from the size and character of the lode generally, that your present depth is much too shallow for meeting with a deposit of lead ore, and, therefore, no time should be lost in getting down to another level—say, 30 fm. level, if convenient. In the 17, east of the eastern engine-shaft, the lode is 5 feet wide, composed principally of spar, mundic, and occasional spots of lead ore, a kindly lode. The 17 is driven west of the eastern engine-shaft about 16 fms.; the lode in places contains a little lead ore. This end being now within 3 fms. of the wheel pit, from the sinking of which 4 tons of lead ore were raised, it may be fairly presumed an improvement will take place in this driving shortly. I should here say, however, that the lode at this point is very large—not at all less than 12 feet wide, and that the greater chance of success will be at the next deeper level. The Boundary shaft being full of water, owing to the late heavy rain, is for the time suspended; the sinking, however, will be resumed, when the water can be kept under control, by the sinking of the shaft 25 fms., and driving an adit level, and communicating it thereto. I understand you obtained an additional piece of land to your sett, which is a very desirable object gained, as otherwise, by the underlay of the lode, you would in depth get out of your original limits. In conclusion, allow me to say that the lode here presents such indications as fully warrant the necessary outlay for giving it an effectual trial, the carrying out of which will be, in my opinion, attended with satisfactory results.

WREY CONSOLS.—W. Williams, April 15: Our lode still presents the same promising appearance as spoken of in my last report, with every indication of further improvements taking place.

WOOD.—S. Cock, April 16: We are progressing as fast as possible with the stoping of the back of the level to ventilate the end. The men will resume the driving of the end in the early part of next week.

NORTH BRITISH AUSTRALASIAN COMPANY.—The report of the committee of management, for the meeting on Tuesday, states that the accounts hitherto submitted to the shareholders have exhibited only the estimated values of produce as *in transitu* at the date of the colonial balance on June 30 in each year; but they are now arranged so as to include the actual receipts from sales of produce in London up to Dec. 31. This mode of rendering the accounts will be more readily followed and understood than the tabulated statements which have been formerly presented: and the committee trust that the revenue account, exhibiting a clear profit of 14,192*l.* 4s. 5d., will be satisfactory to the shareholders.

KAWAU.—The mining operations on this unfortunate property having been entirely abandoned, every exertion has been made to wind-up the concern, and to close the accounts; which has been done, so far as further expenditure is concerned. The expenditure, since the date of the last accounts, amounts to 6341*l.* 2s., and the heavy liabilities then due for previous advances on account of the workings have been wholly liquidated. The amount expended on the second trial has been 34,941*l.* 15s. 9d.; against which there has been received, for 117 tons of regulus, the sum of 3341*l.* 11s. 1d. —leaving a balance of expenditure on this further trial of 31,600*l.* 4s. 8d., and a total loss on this property of 78,473*l.* 18s. 10d. Something will be realised from the remaining part of the property, including the island, the cattle upon it, machinery, and buildings thereon; and for the steam-engine, which is now in England for sale; and the return from them may be estimated at 2000*l.* or 3000*l.* The property has been advertised to be let, but a sale of it will be effected if possible.

With regard to the BON ACCORD property, which adjoins the Burra-Burra Mine in South Australia—and which belongs one-third to this company and two-thirds to the Scottish Australian Investment Company—it will probably be known to most of the shareholders that a company is in course of formation, with limited liability, under the title of the Bon Accord Mining Company (limited), for the purpose of purchasing and working the property, and if this attempt prove successful it will be of great importance to this company. The committee have received a communication from the the promoters of the Bon Accord Mining Company for the purchase of the interest of the North British Australasian Company, being one-third, and which will be submitted to the meeting for confirmation. To secure an ample floating capital it will be proposed to defer the payment of a dividend. The committee will also submit the expediency of registering the company with limited liability, under the Joint-Stock Companies Act, 1856.

THE COAL TRADE.

The following is a statement of the delivery of coals, &c., in the port of London during the month of March :—

	Ships.	Tons.		Ships.	Tons.
Newcastle	201	70,129	Blyth	3	544
Seaham	154	38,102	Scotch	8	1,679
Sunderland	156	36,118	Welsh	29	8,711
Middlesbro'	8	2,084	Yorkshire, &c.	25	2,927
Hartlepool & West Hart.	166	49,401	Small, and cinders	6	826
Total				756	230,566
Total imported in March, 1856					212,458

Comparative Statement of 1856 and 1857.

Imported from January 1 to March 31, 1856	Ships 2809		819,233 tons.
Imported from January 1 to March 31, 1857	,, 2494		762,662 ,,
Decrease	315		56,571

THE RAILWAY COAL TRADE.

Monthly statement of coal and coke brought by railway and canal within the London district, during the month of March :—

Railways.	Tons cwt.	Railways.	Tons cwt.
Great Northern	40,560 0	Great Western	4,769 0
North-Western	35,619 10	South-Eastern	—
Eastern Counties	8,904 15		
Total by railway in March, 1857			89,753 5
Coals by railway in March, 1856			97,960 10
Coals by canal in March, 1856			1,984 10

Comparative Statement of 1856 and 1857.

Coals by railway from January 1 to March 31, 1857	330,007 9
Coals by railway from January 1 to March 31, 1856	329,040 5
Increase in the year 1857—railways	967 4
Coals by canals from January 1 to March 31, 1857	7,142 0
Coals by canals from January 1 to March 31, 1856	7,017 15
Increase in the year 1857—canals	124 5

MANUFACTURE OF COAL GAS.—In our Journal of Oct. 18, we alluded to Mr. Basford's invention for manufacturing a purer description of coal gas. Since then, considerable improvements have been made upon it, including the perfecting of the patent purifier, and the results are, we understand, most satisfactory. At Chapelton, in the county of Lanark, a company was lately formed with the object of having the village lighted with gas—an advantage which, even in this advanced age, many villages in this country, both large and small, are yet unpossessed of. The directors having inspected the gaswork on Basford's patent, which is in operation at St. Leonards, and was erected as an example by Mr. Loisel, the licensee for Scotland, decided on the adoption of this principle, and on March 19 the village of Chapelton was lighted with gas for the first time. The fact is more particularly noticeable from this being the first gaswork erected in Scotland on Basford's further improved patent, respecting the merits of which the opinion of practical people has been much divided. The lead-test has been applied to the gas produced at these new works with the best results, the gas having been found to be as pure as that of the Edinburgh Gas Company (which is allowed to be the finest in Britain), while, in extent of produce, and consequent economy, the published statements of the parties interested in the patent have been fully verified. Several other gasworks on the same principle, as well as the alteration of existing ones, are in progress, and there seems a fair prospect of the ultimate universal acknowledgement and adoption of a patent which undoubtedly possesses the two essential elements of gas manufacture—economy, and purity.

COLLIERY EXPLOSION—THREE KILLED AND FIVE INJURED.—A more serious explosion than has occured for some years in the Stockport district took place on April 11, at the Bredbury New pit belonging to Messrs. Jowett. The shaft, which is 137 yards deep, was sunk about six months since. The quantity of coal taken out has been gradually increasing, but, up to the present time, the mine has not been fully worked. The number of men employed in it during the past week was 12; there being, in addition a similar number of boys, who act as wagoners. The general management of the pit is in the hands of Mr. G. Way, whose duty it is to examine the workings frequently, though not daily. There is no fireman, and consequently, the colliers when they commence work in the morning are expected to test the state of their levels themselves. They commenced working as usual in the morning, and the ventilation at the bottom of the shaft appeared good, and no danger being apprehended they proceeded to their different workings. The explosion itself was, according to his own admission, caused by the culpable conduct of Samuel Platt, who was working in one of the levels farthest from the bottom of the shaft known as No 7 level. At a distance of ten yards in the direction towards the shaft was the No. 6 level, in which were William Howarth (sometimes called Whitehead) and his two sons, Joseph and Samuel, all of whom were killed. It appears that the men had not long commenced work, when a terrific explosion took place in the No. 7 level. The gas in that level having thus become ignited, the fire quickly spread through a great part of the workings, and the stoppings by means of which the mine was ventilated, having been blown down, the pit was rapidly filled with choking, sulphurous vapour. Several of the men in the pit state that Platt was working on the morning of the explosion with a naked candle, and although he denies this, he admits he removed the top of his lamp. He says after he had about half filled his first wagon of coal, he removed the top of his lamp, and the explosion thereupon took place. It seems that on the previous day, Good Friday, the men did not work, and the gas must therefore have accumulated in the No. 7 level between Thursday and Saturday. The manager states that he made a thorough inspection of the pit on Wednesday last, and that the air in every part of it was then good. He also went down on Thursday, but did not visit all the workings. The air still continued pure, and there was such an absence of anything like fire damp, that he remarked upon it to Mr. J. Jowett, one of the proprietors. The lad who was working with Platt had a most narrow escape. In groping his way along the workings, he took a wrong turn, and fell to the bottom of the pit, a depth wards of 30 ft. Fortunately no bones were broken, but his back was much injured. In spite, however, of his sufferings, which must have been intense, the skin being burnt off his hands, face, and other portions of his body, he crawled forward, and was one of those drawn out alive. The report produced by the explosion was heard by the inhabitants residing in the locality, and they quickly ran to the mouth of the pit, being followed in a short time by the colliers from the adjoining mines. No time was lost in drawing up the cage, and in less than an hour the whole of the men who had gone down into the pit in the morning, with the exception of Howarth and his two sons, were taken out. The appearance which many of them presented was most frightful. The skin was hanging off their hands and faces, which were blackened by the explosion, and in several instances their heads were frightfully cut and bruised. Some of the persons who had come to render assistance were overcome by the shocking spectacle which the poor fellows presented.

At GORSE COLLIERY, near Swansea, belonging to Messrs Richards and Glasbrook, an explosion occurred on April 10 by which three were killed and several injured. The men who were to take the night turn proceeded to their work as usual, and continued until about 11 o'clock, when one of the men engaged in the pit proceeded to a part of the work where it was necessary that safety lamps should be used. He carried a safety lamp himself, but for some reason he had taken the cap off, so that the light was exposed. Some of his fellow-workmen, it is said, remonstrated with him upon his conduct, and requested him to replace the cap, but he paid no attention to their injunctions, and the consequence was that the air, which was of a highly inflammable nature, became ignited, and an explosion took place. Mr. Joseph Evans, the agent to the colliery, and a man named John Matthews, descended into the pit, and the whole of the persons employed at the time, with the exception of four, were sent to the mouth of the pit in safety. Six of these were found to have suffered from the effects of the explosion, being more or less burnt, some of them having received severe contusions in consequence of the violence with which they were thrown against the sides of the pit or other objects in their immediate neighbourhood. A lad named Stephens, about 14 years old, might have escaped without injury, but seeing a companion about his own age (John Knight) lying upon the ground insensible, he nobly resolved to stay behind to render him assistance if possible, but the gallant little fellow was himself rendered insensible by the afterdamp, and it is miraculous how he escaped being suffocated.—The inquest was held on Wednesday, before Mr. Collins, coroner for the district. Mr. Evans, Government Inspector of Mines for the South Wales district, was present, and Mr. J. T. Jenkin, solicitor, of Swansea, appeared to watch the proceedings on behalf of Messrs. Richards and Glasbrook, the proprietors of the colliery. Several witnesses were examined, but, as the evidence as to the cause of the explosion was imperfect, the inquest was adjourned to the 29th inst.

CUTTING A PIT ROPE.—At the Huddersfield Guildhall, John Lindley was committed for trial, charged with maliciously cutting a pit rope belonging to an engine for working a coalpit at Birkby. The prisoner had committed the act whilst in a state of intoxication, on Tuesday night, and declared that he was not aware of what he had done until he had cut the rope.

LUND HILL EXPLOSION—VALUABLE SUGGESTION.—A "Mining Engineer" (Ystalyfera) proposes the insertion of a wrought-iron grating, of such a size as may be necessary, in the entrance of the arch or road way at the bottom of the pit at Lund Hill Colliery, which will prevent any more of the floating bodies coming in contact with the buckets used for drawing the water, or any that may be caused to rise by the continual splashing of the water by the buckets ascending or descending. Such a grating to have a doorway, so that any bodies seen may be removed when most convenient so to do.

DESULPHURISATION OF METALLIC ORES.—P. A. Godefroy begs hereby to notify to mining proprietors, and generally to others interested, that his experiment at the works of Messrs. Smith and Co., at Lambeth, upon mineral ore in bulk,—namely, upon the pyrites obtained from 30 cwts. of matrix from the Cornish mine before spoken of,—has resulted, by the assay of Mr. John Mitchell, of Bishopsgate-street, upon average samples of the first operation, in a yield of 400 ozs. of fine silver per ton of pyrites. In this case the matrix gave but 20 per cent., or one-fifth of pyrites per ton of ore, owing probably to a large portion (perhaps 20 per cent. or more) having been lost, from imperfect apparatus, in the preliminary washing. This can, of course, be fully remedied in future. Difficulties and delays, however, beyond those heretofore announced, have occurred from causes uncontrollable by the patentee. But the issue so far of this trial proves indubitably the success of his process in extracting the sulphur, and leaving in deposit the precious or other metals previously combined therewith.—*April 16, 1857.*

The Scottish Australian Investment Company will hold a meeting on Monday, to sanction and confirm the sale of their interest in the Bon Accord property, in South Australia.

At the Royal Mail Steam Packet Company meeting, on Thursday, the report, which recommended, in addition to the usual dividend of 2*l.* per share for the half-year, a bonus of 1*l.* 10s. out of the surplus of the insurance fund, was adopted.

*** With this week's MINING JOURNAL we give a SUPPLEMENTAL SHEET, which contains—Original Correspondence: The Cymmer Colliery Explosion, by Mr. Herbert Mackworth, also "Justice;" the Lund Hill Colliery Explosion—Inquest, also Safety-Lamps, by "Coal Miner;" the Lund Hill Colliery Explosion, being a Third Letter to Sir George Grey, N. Wood, Colliery Proprietors, &c., by Mr. T. Stephenson, "One who has been particularly connected with Mining Operations for 33 Years," and "One who has Worked in the Mines;" Education of Colliers, by M. Fryar; Continental Miners' Aid Societies; Geology: Private Lectures on the Earth—No. IV., Productions of the Present, and Relics of the Past; Rocks and Minerals of Namaqualand—No. IV.; Miners' Safety-Lamp; Manufacture of Coal Oils; Hydro-Steam Engine, &c.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET, London, April 17, 1857.

	£. s. d.
COPPER.	
Copper wire ..... p. lb.	0 1 5—
ditto tubes ..... ,,	0 1 5½–1 7
Sheathing and bolts .. ,,	0 1 3—
Bottoms ..... ,,	0 1 4—
Old (Exchange) ..... ,,	0 1 1½
Best selected ..... p. ton	138 0 0—
Tough cake ..... ,,	135 0 0—
Tile ..... ,,	135 0 0—
South American ..... ,,	— — —
IRON.	per Ton.
Bars, Welsh, in London .	8 10 0– 8 15 0
Ditto, to arrive	8 10 0—
Nail rods	9 0 0—
,, Stafford. in London	9 7 6–10 0 0
Bars ditto	9 0 0–10 10 0
Hoops ditto	10 0 0–11 0 0
Sheets, single	11 0 0–11 10 0
Pig, No. 1, in Wales ...	4 10 0– 5 0 0
Refined metal, ditto.....	5 10 0– 5 15 0
Bars, common, ditto ...	7 10 0– 7 15 0
Ditto, railway, ditto ...	7 15 0– 8 0 0
ditto, Swed. in Lon.....	15 0 0–16 10 0
in stock to arrive.....	15 0 0–15 10 0
Pig, No. 1, in Clyde ...	3 15 0– 3 16 0
Ditto, in Tyne and Tees.	3 11 0– 3 15 0
Ditto, forge	3 10 0—
Staffordshire Forge Pig.	4 15 0– 5 0 0
Welsh Forge Pig	3 15 0– 4 0 0
LEAD.	
English Pig	23 10 0–24 10 0
Ditto sheet	24 10 0—
Ditto red lead.....	25 10 0—
Ditto white.....	27 0 0–28 10 0
Ditto patent shot	27 0 0—
Spanish, in bond	23 5 0–23 10 0
American.....	none.
FOREIGN STEEL.	
Swedish, in kegs	22 0 0—
,, to arrive	22 0 0—
Ditto, in faggots	23 0 0—
English, Spring	18 0 0–23 0 0

BRASS (sheets) ..... p. lb.	13½d.–14d.
Wire	13½d.
Tubes	15d.–16d.
QUICKSILVER ..... p. lb.	1s 9d.
SPELTER.	Per Ton.
Foreign	29 0 0–29 5 0
To arrive.....	30 10 0— —
ZINC.	
In sheets.....	35 0 0— —
TIN.	
English, blocks.....	146 0 0— —
Ditto, Bars (in barrels)	147 0 0— —
Ditto, Refined	151 0 0— —
Banca	146 0 0–147 0 0
Straits	144 0 0–145 0 0
TIN-PLATES.*	
IC Charcoal, 1st qua. p. box.	2 0 0– 2 1 0
IX Ditto 1st quality ,,	2 6 0– 2 7 0
IC Ditto 2d quality ,,	1 17 6– 1 18 6
IX Ditto 2d quality ,,	2 3 6– 2 4 6
IC Coke ..... ,,	1 14 0– 1 15 6
IX Ditto ..... ,,	2 0 6– 2 1 6
Canada plates..... p. ton	16 0 0–16 10 0
In London; 20s. less at the works.	
Yellow Metal Sheathing ... p. lb.	13¼d —
Wetterstedt's Pat. Met.... p. cwt.	2 2 0
Stirling's Non-laminating, or Hardened, Surface Rails.. p. ton	9 0 0– 9 2 0
Stirling's Patent Toughened Pigs / Ditto	Glasg. — — 5 5 0
	Wales 4 0 0– 5 5 0
Indian Charcoal Pigs in London	— — 7 10 0
MANGANESE.	(per 21 cwts.)
Ground, 66 to 73 per cent.	6 16 0– 7 8 0
Lump, 64 to 65 per cent.	5 5 0– 5 10 0
Ditto, 60 per cent.	3 15 0– 4 0 0
Ditto, 50 per cent.	2 12 6— —

* At the works, 1s. to 1s. 6d. per box less.

REMARKS.—The past week has presented no particular feature of interest worthy of record, much quietness reigning in the demand for nearly all descriptions of metals; the enquiries at the present time in our market appear to be less than the average, consequently business is very limited. Copper, iron, lead, and steel, remain as previously quoted, but spelter and tin are a little easier, and have slightly declined in value.

COPPER.—The usual monthly meeting of smelters took place last Tuesday, and passed over without their making any change in existing prices; the present appearances certainly indicate the necessity of reduction, but as no variation from fixed rates was made by the smelters, we presume there must be more business doing than dealers generally have the opportunity of knowing.

IRON.—English bars have been bought freely at current prices. The market is steady, and any further diminution in quotations seems for a time to be arrested, several good orders having been given out lately. Rails are dull of sale, especially for cash payments. Staffordshire good qualities cannot be purchased under late rates; the quarterly meetings have been held, and the ironmasters resolved to maintain the previous quarter's quotations. Scotch pigs, for the most part, have been firm at 74s. 6d. to 74s. 9d., the market closing at the latter figure.

LEAD.—Sellers are firm, the demand proving quite sufficient to enable them to command the prices quoted.

SPELTER.—But few parcels have changed hands, and holders have given way 10s. per ton. It is rumoured that it has been offered at a reduction of 20s. per ton—at 29*l.*—but we have not heard the report confirmed; at the same time, it is not improbable, for if any holder wished to realise it is very certain, unless he were disposed to accept 29*l.*, or less, there would be little chance of being able to place the parcel. A few small lots of English have been sold at about 27*l.*; the term English given to this metal may, perhaps, mislead those who are not much connected with the London trade; therefore, to prevent any such mistake we would just state that it is generally known amongst shippers in London, who are the principal buyers, as being infusible, or the refuse of galvanised iron, cast into cakes from 14 to 21 lbs. each, varying in quality according to the kind of spelter used in the process of galvanising, and the mode of refining while casting. The quantity manufactured is inconsiderable, and entirely depends upon the trade doing in galvanising and zinc. One or two houses confine themselves to the casting of pure zinc cuttings; the price of this latter article is within 2*l.* to 3*l.* per ton of Silesian; merchants do not consider this sufficient difference, but prefer the inferior description, composed partly of iron, on account of the price, the average difference of late years between this and Silesian being 5*l.* to 6*l.* per ton. When allusion is made to any particular commodity selling in our market under a heading, that is applied to a different kind of article elsewhere; it must be understood that our remarks solely relate to that known in our own market. We believe spelter is produced from some mine near Bristol, consequently would be called English, but we doubt very much if any great quantity has ever been shipped from London, or consumed here; Liverpool is the most likely port, and unless the shippers in Liverpool obtain their supplies from that quarter we cannot very easily account for the shipments that are constantly taking place from there, as the imports of Silesian, according to the Customs returns, is a much smaller quantity than exported, although the clearances do not always state whether it is foreign or English, there remains little doubt that the principal is English. To depreciate the value of any metal without a cause is not our object. We would gladly see a superior quality introduced to supersede the dross that is often shipped, for we feel convinced that it can only bring the metal into bad repute, and create misgivings in the minds of buyers abroad; it may be the means of interfering with sales for arrival, buyers deferring their purchases until they can obtain samples, in which case it would probably tend to injure consignments.

TIN.—English is quoted as before; Straits and Banca have receded.

LIVERPOOL, APRIL 16.—Our market for manufactured Iron remains without any important alteration since our last report, the demand being steady, at current rates. The business transacted during the week shows the healthy position of the market, having been strictly for legitimate consumption, speculation being apparently dormant. The tone of the market for Scotch Pig-iron has improved, and a fair amount of business has been done, buyers appearing to have increased confidence in the article, and prices may be considered to have advanced from 1s. to 1s. 3d. per ton during the week. The shipments are favourable, being 13,984 tons, against 14,854 tons in the corresponding week of last year, showing only a trifling falling off of 870 tons. English Tin continues to be well enquired for, and prices are maintained; foreign Tin shows a downward tendency. Tin-plates are rather easier to buy. Copper is quiet, prices favouring buyers. Lead is steady, current quotations being obtained. The following are the quotations:—Iron: Merchant bar, 8*l.* 2s. 6d. to 8*l.* 7s. 6d. per ton.—Tin: Common block, 146*l.* per ton; common bar, 147*l.*; refined block, 151*l.*—Tin-plates: Charcoal, IC, 38s. 6d. to 39s. per box; coke, IC, 33s. to 33s. 6d.—Lead: English sheet, 24*l.* 10s. to 25*l.* per ton; English pig, 23*l.* 10s. to 24*l.*—Copper: Cake and tile, 135*l.* per ton; best selected, 138*l.*; sheathing and bolt, 1s. 3d. per lb.—Yellow metal sheathing, 1s. 1¼d.

GLASGOW, APRIL 16.—The arrivals of gold and improved shipments carried an advance of 1s. per ton on Monday, and a considerable business has been done at 74s. 6d. to 74s. 9d. per ton. The buying during the last 14 days has been almost entirely by one party, the disposition being generally for lower prices. The make is unprecedentedly large, and shipments to this date are even less than last year, and 26,000 tons less than in 1855. In spite of a loss of 50,000 tons by the strike, the make in 1856 was equal to the shipments and consumption, so that unless we have a considerable improvement on present shipments prices can hardly be maintained. The following are the shipments for the week:—Foreign, 8785 tons; coastwise, 5199 tons = 13,984 tons.—In the corresponding week last year they were 14,854 tons, showing a decrease of 970 tons.

RICHMOND, YORKSHIRE, APRIL 15.—Our present price for pig-lead is 22*l.* 10s. per ton, at which rate a considerable quantity has been sold, and stocks are low.

At NEW YORK (April 1), the metal market was extremely buoyant. Scotch pig-iron was firm, and sales were effected to the extent of from 600 to 800 tons, to arrive. For bar-iron, $58 was refused for 200 tons; in refined the stock was light, and prices well maintained. In railroad iron, nearly all carrying, forward was contracted for; Welsh was also selling well. In copper the last sale of pig was 450,000 lbs. Tin-plates were in demand, at improved quotations. In lead, the market was moderately active; the sales during the week included 600 tons of Spanish to arrive, and 450 tons on the spot. Zinc and spelter were quiet.

MINES.—There has been a larger amount of business transacted this week, though prices generally have not been firm, and in some instances have given way considerably. This is not so much to be wondered at when we consider the high rates of interest obtained for money in non-speculative transactions, and the uneasy feeling still existing in regard to monetary affairs. The Easter holidays, also, have had their effect upon business, just as the dulness caused by the elections was beginning to be got over. To give a little more excitement to the market, one or two good discoveries are required, but unfortunately just now accidents are more common. Great Alfred shares were slightly improving from their depression, when on Saturday last information was received that the axle of the balance-bob had broken, which, of course, will stop the engine until remedied, and cause a delay in the progress of the mine; shares dropped from 8 to 6, and left off at 5¼, 6¼. In North Basset, a very large business has been doing, at 26 to 24, and even as low as 23; the ends at present are in hard ground, and not looking well, and this appears to have brought many shares to market; it should be remembered, however, that the mine is in its infancy, and the present state of the levels only such as is common to the district, which, taken as a whole, is the richest in the world, though in Basset, South Frances, and others, constant changes take place in the appearance of the lodes. In North Basset, the bottom levels are verging into the granite, and as wherever the lode has hitherto entered the granite formation it has invariably improved, it is probable ere long very rich courses of ore may be met with to change the present features of the mine, and many will, doubtless, when they think shares are brought as low as possible, come in and buy; a cross-cut is also being extended in the 122, to intersect south lodes in a favourable granite, and something valuable may also be met with here. West Basset shares are also flat, at 31, though the mine is looking well. Rosewarne, 40 to 42; at the meeting, the profit on the two months was 450*l.* 9s. 8d., and a dividend of 512*l.* (1*l.* per share) declared; the credits in this account were 2514*l.* 2s. 10s., while in the next, to be held in June, they will be, from ores already sold, 3560*l.* The 58 fm. level west has been driven 30 fms., through good ore ground, and there are still 20 to 30 fathoms more to drive to get under the main ore ground in the levels above; the 46 fathom level has been driven within 20 fms. of Phillips's shaft, to the west of which, in the levels above, there was the best course of ore in the mine. Wheal Margery, 16½ to 17; the mine is said to have improved in the 50 east, where the lode was poor, but is now yielding 3 tons of good copper ore per fathom. South Frances, 325 to 330; Devon Great Consols, 450 to 460, and rather in demand; St. Ives Consols have further advanced to 175, 185; Margaret, 75 to 77; Gonamena, 18¾ to 19, and enquired for; Wheal Trelawny, 24¾ to 25; the report of this mine is very favourable. Tincroft, 5 to 5¼; another dividend of 5s. per share for the profit on two months has been declared, and the balance increased. Alfred Consols have been much flatter, at 21 to 22, and appeared to have sympathy with Great Alfred; Mary Ann, 44 to 46; Wheal Edward, 4½ to 4¾; Wheal Emma, 8¼; Treweths, 3¾ to 3⅞; Lelant Consols, 3¾ to 4; Wheal Kitty (Lelant), 18¾ to 19¼; Wheal Wrey shares keep pretty firm, at 7¼ to 7¾; Rosewarne and Herland, 5 to 6; shares keep pretty firm, at 7¼ to 7¾; Rosewarne and Herland, 5 to 6; the mine is looking better. West Seton has paid a dividend this time of 3200*l.* (8*l.* per share), and the mine is looking remarkably well; on the south lode, the ends are turning out 19 tons per fm., worth 10*l.* per ton; the winze at the eastern end of the shaft 10 tons, or 100*l.* per fm.; the stopes in the bottom of the 124, west of the winze, are turning out 26 tons of ore, worth 260*l.* per fm. The ores sold and to be credited at next account realised 5836*l.* 13s. 2d., those in the present statement amounting to 6207*l.* 5s. 1d. Wheal Buller, 340 to 360; Silver Valley, 2 to 2½; West Caradon, 156 to 160; Great South Tolgus, 14 to 14¾; Great Wheal Vor, 6¾; Condurrow, 150 to 160; Herodsfoot, 6¾ to 7¼, buyers, and shares getting very scarce; Porkellis, 5¾ to 6¾; East Rose, 8 to 9; Grambler and St. Aubyn, 110, and enquired after; Collacombe, 50 to 52½; Cargoll shares have been subdivided into 916ths; the mine is looking well, and shares 16*l.* for 916ths, or equal to 48*l.* for the old shares. Providence Mines, 85 to 90; Wheal Basset, 265 to 275; South Carn Brea, 6 to 6½; East Alfred, 39s. to 40s., Pendeen, 2 to 2½; Wheal Edward, 4¼ to 4¾; West Damsel, 125 to 130; Ludcott, 1⅞ to 1¾; South Caradon, 332½, 335.

Mining Exchange Official List of transactions during the week :—

SATURDAY, APRIL 11.—East Margaret, 10⅜ to 10½: Gawton United, 10s., 10s. 6d.; Great Alfred, 6½; Lady Bertha, 12s. 6d. to 13s.; Wheal Edward, 4⅛ to 4¼; Wheal Margaret, 75, 76, 75, 75½; Wheal Mary Ann, 44½ to 45; Wheal Zion, 23s. to 24s.

MONDAY.—Alfred Consols, 21, 22, 21, 21½; Catherine and Jane, 11s. 6d.; Great Alfred, 6½, 6¾, 7, 6¾, 6⅞; Herodsfoot, 6¼; North Basset, 24½ to 25; Pendeen, 2¼ to 2½; Tincroft, 4¾, 5, 5⅛, 5¼; Wheal Basset, 270 to 267½; Wheal Edward, 4⅜, 4½, 4¼, 4⅜, 5s. 6d.; Wheal Margaret, 76 to 76½; Wheal Mary Ann, 45¼.

TUESDAY.—Alfred Consols, 22, 21, 22¼; Catherine and Jane, 10s. 6d. to 11s. 6d.; Ding Dong, 20¼ to 20¾; Great Alfred, 6⅞, 6¼, 6½; Herodsfoot, 6½ to 6¾; Lady Bertha, 13s. 6d.; North Basset, 24, 24½, 23, 24½, 25½; Virtuous Lady and Wheal Bedford, ⅜; West Grenville, 4s. to 5s.; Wheal Edward, 4¼.

WEDNESDAY.—Alfred Consols, 22¼; Botallack, 240; Chancellorsville, 7s. 6d. to 7s. 9d.; Catherine and Jane, 11s.; Devon Buller, 17s. 6d.; Devon and Courtenay, 7s. 6d. to 8s. 6d.; Great Alfred, 6¼, 6⅛, 5¾, 6, 6⅛, 5¾, 6, 6⅛, 6¾, 6¼, 6½; Lady Bertha, 13s. 6d.; North Basset, 24, 24½, 23¾, 24, 24½; Par Consols, 22¾; Pendeen, 2 to 2½; Treweths, 3¾, 6s. 3d.; Virtuous Lady and Wheal Bedford, 16s. 3d., 18s. 9d.; West Grenville, 4s. 6d. to 5s.; Wheal Edward, 4 3-16 to 4¼; Wheal Grenville, 25s. 6d. to 26s. 6d.; Wheal Margaret, 76¾.

THURSDAY.—Alfred Consols, 21½, 22, 22½; Chancellorsville, 8s. 3d., 8s. 6d., 9s.; East Rose, 9⅛ to 9¾; Gawton United, 10s. to 10s. 6d.; Great Alfred, 5¾, 5¾, 6, 6¼, 5¾; Margery, 17, 16, 16¼, 15½, 16; Pendeen, 2, 1¾, 2, 1*l.* 16s.; South Condurrow, 7s.; St. Ives Consols, 185; Tincroft, 5¼; West Grenville, 6s.; Wheal Edward, 4¼, 4*l.* 6s. 3d., 4⅜, 4 3-16, 4*l.* 6s. 3d.; Kitty (Lelant), 18½, 19, 19½, 20.

FRIDAY.—Chancellorsville, 9s. to 9s. 3d.; East Alfred, 39s. 9d.; Gawton United, 10s. to 10s. 6d.; Great Alfred, 6¼ to 6⅜; Great Baddern, 16s. to 16s. 6d.; Herodsfoot, 6⅜ to 7; Pedn-an-drea, 1¼; Pendeen, 2 to 2¼; Rosewarne United, 42¾; South Caradon, 332½ to 335; South Frances, 332½; Silver Valley, 2⅜ to 2⅝; Tincroft, 5⅛ to 5¼; Treweths, 3, 3⅛, 3⅜; West Damsel, 127½; Wheal Buller, 342½ to 350; Wheal Edward, 4¼ to 4⅜; Wheal Emma, 8¼; Wheal Ludcott, 1⅞ to 1¾.

On the Stock Exchange, the following business has been transacted :—

SATURDAY, APRIL 11.—Alfred Consols, 22 to 22½; Great Wheal Alfred, 7¼ to 7⅜; Australian, ⅜; Linares, 7¼; United Mexican, 3½.

MONDAY.—Alfred Consols, 22¼ to 22⅜; Wheal Mary Ann, 44½; Cocaes and Cuiaba, 2 to 1⅝.

TUESDAY.—Great Wheal Alfred, 7; North Wheal Basset, 25 to 24¾; Sortridge Consols, 1¾; Wheal Edward, 4¼; Wheal Mary Ann, 45⅛ to 44; Cocaes and Cuiaba, 1¾, 1⅞, 2; St. John del Rey, 20 to 19¾; Mariquita, ⅞.——Transactions, though not officially marked: Tincroft, 4¾, 5⅛, 5; Wheal Edward, 4¼ to 4½; Treweths, 3¾ to 3*l.* 8s. 9d.; Leeds and St. Aubyn, 3½ to 3¾; Wheal Wrey, 7½; Wheal Kitty (Lelant), 18¾.

WEDNESDAY.—North Wheal Basset, 23½ to 24½; Par Consols, 22; Sortridge Consols, 1⅞; Vale of Towy, ¾; Wheal Edward, 4¾; Wheal Trelawny, 24 to 24½; Linares, 7¼; Mariquita, ⅞; Pontgibaud, 7½; Santiago de Cuba, 2¾.

THURSDAY.—Great Wheal Alfred, 6¾; Linares, 7¼.——Transactions, though not officially marked: Providence Mines, 85; Rosewarne United, 40½ (ex div.); Wheal Margaret, 75 to 76; Sortridge Consols, 1¾; Chancellorsville, 8s., 8s. 6d., 9s.

FRIDAY.—Alfred Consols, 21¾; Great Wheal Alfred, 6¾; North Wheal Basset, 24; Par Consols, 22½; West Basset, 32; Wheal Kitty (Lelant), 18¾ to 18⅝; Port Phillip, ⅛; United Mexican, 3¼.

The arrivals of ores and metals during the week are as follow:—

MONDAY.—In London, 110 barrels black lead from Ceylon, 85 cakes copper ore from Adelaide, 9 cakes tin from Port Phillip.

TUESDAY.—In London, 195 cakes copper from Adelaide, 24 tons iron from Madras, 43 cakes and 32 sheets zinc from Belgium.

WEDNESDAY.—In London, 150 cakes copperas from France, 940 bags copper ore from the Cape of Good Hope, 4137 bags copper ore from Port Phillip.

THURSDAY.—In London, 1247 bars iron from Sweden, 26 barrels black lead from Ceylon, 231 tons copper ore from Port Phillip, 1073 cakes spelter from Holland, 1968 cakes spelter and 24 cakes rolled zinc from Prussia, 47 cakes rolled zinc Belgium.

FRIDAY.—In London, 573 cakes copper and 2922 bags copper ore from Adelaide, 1460 bars iron from Sweden, 1650 pigs lead from Spain, 36 cakes copper ore from the Cape of Good Hope, 10 hogsheads, 1 quarter cask, and 5 cakes tin from Port Phillip.

There was no Ticketing in Cornwall on Thursday; 5313 tons will be sold at Truro on the 23d inst.

At Swansea, on Tuesday, 1824 tons of copper ore will be sold, including Cobre, Seville, Algiers, Knockmahon, Berehaven, Namaqualand, Spanish, Bampfylde, Sydney, and Marseilles.

In Saltpetre, there are few buyers, and rates are still looking down; 40s. accepted for Calcutta, at 6¼ per cent. During the early part of the week 41s. was accepted for Calcutta, 4¼ per cent. refraction.

At West Seton meeting, on Tuesday, the accounts showed—Balance from last audit, 260*l.* 12s. 2d.; ore sold, 6207*l.* 5s. 1d.=6467*l.* 17s. 3d.—Mine costs, 1819*l.* 3s. 4d.; merchants' bills, 566*l.* 18s. 8d.; dues, 413*l.* 16s. 3d.: leaving balance in favour of mine, 3667*l.* 19s.—The profit on two month's working was 3407*l.* 6s. 10d. A dividend of 3200*l.* was declared (8*l.* per share), and the balance, 467*l.* 19s., carried to the credit of the next account. Capts. J. Jennings, M. Bath, J. Toy, and John Jennings, report on the south lode, that the shaft winze is holed to the 136, now stoping down the eastern end of it, which will turn out 10 tons of ore per fm., worth 100*l.* per fathom. The stopes in the bottom of the 124, west of this shaft winze, will turn out 26 tons of ore per fm., worth 260*l.* per fm.

At Dolcoath Mine meeting, on Monday, the accounts for Jan. and Feb. showed—Balance last audit, 915*l.* 16s. 10d.; ores sold (less dues and poor-rate on dues, 40*l.*), 7729*l.* 2s. 1d.; extra carriage of tin, 4*l.* 0s. 3d.=8648*l.* 19s. 2d.—Mine costs and merchants' bills, 6408*l.* 10s. 3d.; income tax, 33*l.* 11s.: leaving balance in favour of mine, 2206*l.* 17s. 11d. A dividend of 1253*l.* (7*l.* per share) was declared, and 953*l.* 17s. 11d. carried to next account.

At Wheal Seton meeting, on Monday, the accounts showed—Balance last audit, 935*l.* 9s.; ores sold, Jan. and Feb. (less dues), 3116*l.* 8s. 9d.=4051*l.* 17s. 9d. —Mine costs and merchants' bills, Jan. and Feb., 2239*l.* 13s. 7d.: leaving balance in favour of adventurers, 1812*l.* 4s. 2d. A dividend of 990*l.* (5*l.* per share) was declared.

The Minera Mining Company have declared a dividend of 3*l.* per share —equal to 12 per cent. on the last quarter's working.

At Rosewarne United Mines meeting, on Monday, the accounts showed —Balance last audit, 221*l.* 18s. 8d.; ore sold, 2514*l.* 2s. 10d. = 2736*l.* 1s. 6d.—Labour cost, Jan., 794*l.* 11s. 2d.; Feb., 634*l.* 5s. 10d.; merchants' bills, 495*l.* 3s. 2d.; dues, 139*l.* 13s.: leaving balance in favour of the mine, 672*l.* 8s. 4d. The profit on the two months' working was 450*l.* 9s. 8d. A dividend of 312*l.* (1*l.* per share) was declared, and 160*l.* 8s. 4d. carried to credit of next account. The credits for next account, being ore sold, March and April, are 3560*l.*, which is 1600*l.* above the Jan. and Feb. sales. Capts. H. Woolcock and E. Carthew reported that they expected shortly to intersect two east and west lodes, and all junctions had proved very productive in the western part of the mine. There were 13 pitches working, at an average tribute of 3s. 6d. in 1*l.* The stopes were yielding a fair quantity of ore.

At Wheal Kitty (Uny Lelant) meeting, March 18, the accounts showed —Balance from last audit, 937*l.* 2s. 9d.; tin ore sold, 2694*l.* 9s. 2d. = 3631*l.* 11s. 11d. —Mine costs, Nov., Dec., and Jan., 1290*l.* 14s. 9d.; merchants' bills, 651*l.* 6s. 5d.: leaving balance in favour of mine, 1689*l.* 10s. 9d. The profit on the three months' was 752*l.* 8s. A dividend of 768*l.* (13s. per share) was declared, and the balance, 921*l.* 10s. 9d., carried forward to the next account. Capts. T. Richards, W. Williams, and H. Pearse reported that the pitches continued to look quite as well as for some months past. The average throughout the mine, at the present price of tin, is 4s. 6d. in 1*l.* The different levels have opened good ground and increased the reserves in the mine during the past quarter or since the last meeting.

At Alfred Consols meeting, April 6, the accounts showed—Balance from last account, 961*l.* 9s. 1d.; copper ores, 6786*l.* 17s. 5d.=7748*l.* 6s. 6d.—Mine cost, December and January, 1975*l.* 17s. 3d.; merchants' bills and sundries, 1460*l.* 4s. 9d.; dues, 377*l.* 0s. 11d.; leaving balance in favour of mine, 3935*l.* 8s. 7d. The profit on the two months' working was 2941*l.* 2s. 9d. A dividend of 3072*l.* (12s. per share) was declared, and a balance of 837*l.* 11s. 10d. carried to the next account. A proposition having been made that a new purser be appointed, it was deferred until the next two-monthly meeting, and that, in the meantime, Mr. R. Nicholls (one of the committee of management) was authorised to acknowledge all transfers.

At Tincroft Mining Company annual meeting, on Tuesday (Mr. John Field in the chair), Mr. Pryce's report was adopted. The accounts showed—Receipts, 8337*l.* 4s. 9d.; expenditure, 6147*l.* 13s. 10d.: leaving a balance of profit and loss of 2001*l.* 14s. 7d. The balance of assets over liabilities was 6832*l.* 2s. 2d. A dividend of 5s. was declared. Full particulars will be found in another column.

At Exmouth Mine meeting to be held on Wednesday (Mr. W. Porter in the chair), the accounts will show—Balance last audit, 546*l.* 17s. 1d.; ore sold and carriage, 3119*l.* 8s. = 3666*l.* 5s. 1d. — Mine cost, merchant's bills, and sundries, 2108*l.* 4s. 3d.: leaving balance in favour of mine, 1558*l.* 0s. 10d. A dividend of 570*l.* (2s. per share) will be proposed. The profit on the two months' working was 1011*l.* 3s. 9d., so that a balance of 441*l.* 3s. 9d. can be added to the reserve fund, which will be thereby increased to 988*l.* 0s. 10d.

At United Mines meeting, on Tuesday, the accounts showed—Balance in hand at last audit, 409*l.* 9s. 10d.; ores sold, 10,645*l.* 16s. 10d.; sundry receipts, 363*l.* 9s. = 10,999*l.* 5s. 10d. — Mine costs, Jan. and Feb., 3272*l.* 13s. 4d.; tributers' balances, 1325*l.* 1s. 9d.; merchants' bills, 2909*l.* 12s. 10d.; paid on account of new engine and shaft, 663*l.* 12s. 3d.; leaving balance in favour of mine, 3227*l.* 15s. 6d. The profit on the two months' working, after payment of 663*l.* 12s. 3d. for engine, was 2818*l.* 5s. 8d., and the remaining balance, 3227*l.* 15s. 6d. carried to the next account. Capt. John Davey reported that Garland's shaft was sunk 2 fms. below the 208, and that the engine would go to work in about three weeks from that time.

At South Cuddra Mine meeting, on Thursday (Mr. W. A. Coombe in the chair), the accounts showed a balance at banker's of 96*l.* 16s. 10d. A call of 4s. per share was made, payable by two instalments. The proceedings, which are fully detailed in another column, terminated with votes of thanks to the Chairman, committee, and secretary.

At Wheal Trevelyan meeting, on April 11, the accounts showed—Balance last audit, 205*l.* 4s. 8d.; calls received, 936*l.* 7s. 3d.; ores sold, 916*l.* 4s. = 2057*l.* 15s. 11d.—Mine cost, Dec. to Feb., 1115*l.* 6s. 5d.; merchants' bills, 410*l.* 11s. 4d.; royalty, 51*l.* 18s.: leaving balance in favour of adventurers, 480*l.* 0s. 2d. In the estimated account of assets and liabilities, the balance of liabilities over assets was 138*l.* 0s. 7d. Capts. J. D. Osborn and B. Gundry reported that Watson's engine-shaft was sunk 3½ fms. below the 40; ground favourable for sinking, present price being 16*l.* per fm. The tribute pitches were much the same as last reported, and the machinery working well.

At Wheal Pollard meeting, on April 8 (Mr. T. C. Gurden in the chair), the accounts showed—Balance from last audit, 98*l.* 7s.; calls received, 448*l.* 4s. 9d.= 546*l.* 11s. 9d.—Mine cost and merchants' bills, 459*l.* 19s. 10d: leaving a balance in favour of mine, 86*l.* 16s. 11d. A call of 2s. per share was made. Capt. James Nance reported that the 36 cross-cut had been driven north of engine-shaft 6 fms. 1 foot, but the lode was not yet reached. He hoped in a short time to have better news.

At Millpool Mine meeting, on March 31, the accounts for four months ending December showed—Balance last audit, 232*l.* 14s. 10d.; costs and merchants' bills, 2542*l.* 6s.=2775*l.* 0s. 10d.—Tin sold, 1640*l.* 11s. 10d.: leaving balance against the mine, 1134*l.* 9s. A call of 22s. 6d. per share was made. Through breakage of machinery about 7 tons of tin less had been returned than would otherwise have been sold.

At Wheal Charlotte meeting, April 11, the accounts showed—Balance last audit, 388*l.* 0s. 9d.; mine cost, Jan. and Feb., 573*l.* 5s. 1d.; merchant's bills, 130*l.* 18s. 5d.=1092*l.* 4s. 3d.—Copper ores sold (less lord's dues, 42*l.* 4s. 5d.), 807*l.* 9s. 3d.: leaving balance against adventurers, 284*l.* 15s. In the estimated account of assets and liabilities to March, the balance in favour of the mine was 331*l.* 2s. 9d. Capts. B. Gundry and F. Hosking reported that the tribute pitches were set at tributes varying from 4s. to 12s. in 1*l.*

At the Marke Valley Mining Company meeting, on April 9 (Mr. Wm. Fawcett in the chair), the directors reported that the machinery on the mine, including the new and powerful steam-engine, is in good order; the position of the mine generally continues satisfactory; and, although some time must elapse before the undertaking can divide profits, they have every confidence that Marke Valley will become a great and lasting property. [The report is inserted among the British Mines.]

At the Buller and Basset United Mines meeting, on Monday (Mr. J. S. Vickers in the chair), the accounts showed—Balance last audit, 2300*l.* 4s. 5d.; mine cost, merchants' bills, &c., July, Aug., and Sept., 764*l.* 18s. 4d.; Oct., Nov., and Dec., 549*l.* 3s. 9d.: leaving balance in favour of adventurers, 986*l.* 2s. The meeting was then made special, and a resolution passed forfeiting all shares in arrear of call made on April 28, 1856, and that they merge into the general stock of the company, as if they had never existed. It was also agreed that the general manager, Mr. R. Tredinnick, be empowered to restore such forfeited shares upon payment of the arrears. Capt. G. Reynolds reported favourably on the adventure. During the past five months they had sunk Vickers's engine-shaft 10 fms. 3 ft. on the course of the lode.

At South Garras Mine meeting, on Monday, the accounts showed—Balance from last audit, 184*l.* 10s. 1d.; mine cost, 1850*l.* 17s. 9d.; merchants' bills, 388*l.* 19s. 2d.; dues, 152*l.* 4s. 6d.; sundries, 125*l.* 11s. = 2702*l.* 2s. 6d.—Ore sold, 2587*l.* 18s. 4d.; sundries, 10*l.* 0s. 8d.: leaving balance against mine, 104*l.* 3s. 4d. Capts. J. and J. B. Champion reported that they could unhesitatingly say that they never saw a better lode in the mine than the one seen in the 40, south of the engine-shaft, which was worth 1⅞ tons of lead ore per fm., and which they have every reason to expect, from its dip, to have at the engine-shaft about 5 fms. below the 40. The shaft was set to be sunk for 20*l.* per fm., 5 fms. stent.

At Sithney Wheal Buller meeting, yesterday (Mr. H. P. P. Crease in the chair), the accounts showed—Merchants' bills, 923*l.* 2s. 1d.; royalty, 27*l.* 5s. 8d.; bills payable, &c., 153*l.* 10s. 3d.=1103*l.* 18s.—Calls received, 450*l.* 10s.; balance in hand, 147*l.* 19s. 7d.: leaving balance against adventurers, 505*l.* 8s. 5d.; and out of this amount, 110*l.* was due from the Great Wheal Vor for water. A discussion ensued which lasted several hours, and eventually the proceedings were adjourned, for the purpose of ascertaining whether the shareholders would dispose of their interest to the proprietors of Great Wheal Vor. The report will be found in another column.

At Wheal Gilmar meeting, on April 8, the accounts showed—Mine cost, Dec., Jan., and Feb., 404*l.* 10s.; merchants' bills, 113*l.* 6s. 11d. = 517*l.* 16s. 11d.—Balance last audit, 13*l.* 15s. 8d.; black tin sold (deducting 1-22d dues, 11*l.* 14s. 5d.), 246*l.* 3s. 11d.; carriage, 1*l.* 3s. 6d.; sale of horse-whim, 5*l.*: leaving balance against mine, 251*l.* 8s. 10d. A call of 5s. per share was made. The total liabilities were 470*l.* 10s. 10d. Capt. James Reed reported that, from the favourable change in the strata of ground in the shaft, and the branches falling in with the copper lode, it was his opinion that there was every reason to expect success. As it appeared that six months, and 10s. call per share, would be required to accomplish the work recommended, the agents were requested to push on with vigour. Captain Williams, managing agent of Wheal Tremayne, has since inspected the mine, and reports that the branches in the bottom of Field's shaft are small, containing tin and mundic, but not to value. The engine lode is about 3 feet north of the shaft, and has been driven through 10 or 12 fms. in the 30 fm. level; size from 12 to 18 in. wide, composed of iron, peach, and spar, with nests of black, and spots of grey copper ore, crusted over with iron. The strata about this point is a solid lump of light blue killas, unbroken by heads. He thinks it will become very hard ground in depth, and does not consider it congenial for tin. The stope in the back of the shallow adit, east of Michell's shaft, is yielding a little low-priced tinstuff.

At the Keswick Mine meeting, on Wednesday, the accounts showed—Balance last audit, 381*l.* 7s. 6d.; calls received, 191*l.* 3s. 6d.; ores sold, 1350*l.* 3s. 11d. =1922*l.* 14s. 11d.—Mine cost and merchants' bills, 172*l.* 13s. 10d; secretary's salary and sundries, 75*l.* 3s. 3d.: leaving balance in favour of mine, 130*l.* 17s. 10d. Capt. R. B. Shepherd reported that, as they laid open more ground, they would also be able to put on fresh men, by which means it was to be expected that their returns would be considerably increased. At surface all was going on as usual.

At Cargoll Mine meeting, on April 9, the accounts showed—Mine costs and merchants' bills, Dec., Jan., and Feb., 1960*l.* 6s.—Ores sold, &c., 1674*l.* 1s.: leaving balance against adventurers, 286*l.* 5s. A call of 1*l.* 5s. per share was made, and a resolution was passed dividing the mine into 916 shares.

At Buller and Bertha Mine meeting, on Friday, the accounts showed a cash balance of 72*l.* 5s. 4d. in favour of the mine, and the assets over liabilities a balance of 14*l.* 0s. 4d. A call of 2s. 6d. per share was made.

At the Wellington Copper Mining Company meeting, on Tuesday (Mr. Wm. Gladstone in the chair), the accounts and reports presented were adopted, and the two retiring directors and auditors re-elected.

At the Acadian Charcoal Iron Company meeting, on Tuesday (Mr. J. A. Roebuck, Q.C., M.P., in the chair), the accounts showed a balance in hand of 3677*l.* 2s. 1d. Col. Bazalgette, Messrs. P. P. Blyth, J. Crowdy, and Mark Hunter, were re-elected directors, and Dr. Beattie, with the addition of Mr. J. Campbell Koch, auditors. The proceedings, which are fully detailed in another column, terminated with a vote of thanks to the Chairman and directors.

South Crenver Mine sold, April 9, 82 tons copper ore for 315*l.* 19s. 8d., showing an improvement in the quality over any sale for a long time past, some of which came from a shallow level. For the last two years the mine has been wrought only to the 84; they are now working the 94, and drawing water from the bottom, which is 105 fathoms, where a level will at once be commenced. The 94 and 84 are turning out good stones of ore, and so is the 74, east of Gore's. The 64 east is yielding 1⅛ ton of ore per fathom, the 54 west 1½ ton, the 44 and 34 west ½ ton each, and the 24 west 1½ ton per fathom. The 34 tributers are working with spirit, and getting fair wages; they have 34 tons at surface towards this month's sampling.

Daren Mine sampled 12 tons silver-lead ore on Monday, for sale on 23d.

At East Sortridge Mine, they expect to cut the 20 within one month from the present time, when it is intended to cut the lode to see both the north and south walls. The appearance of the lode at the present time is most promising.

At Gwydyr Park Consols, the last accounts stated that the whole width of the present end was intermixed with spar and lead ore.

At Wheal Constance, an improvement has taken place in the 60, on the great lode, where there is a leader of lead 10 in. wide. The improvement is considered important, as the mine adjoins the East Wheal Rose on the west, and South Cargoll on the south.

At Garreg Mine, the cross-cut is progressing favourably, and, from the indications, the agent has not a doubt of meeting with a profitable lode.

At Old Tolgus United, the lode holds good at the shaft, the 16 east and west, and also in the adit level. A box of specimens, taken from the 30 west, in advance towards the great cross-course, may be inspected at the offices of the company, Gresham House, and hold forth promise of success.

The Merllyn Mine is looking well. The sampling on Tuesday next will be from 15 to 20 tons, which will leave a profit upon the month's workings; and on Tuesday fortnight, another sampling will take place.

From the Buller and Basset United Mines, some specimens have arrived at the offices in London, and they are impregnated with rich copper ore throughout. These indications in a lode 5 feet wide, supported by an elvan course, are such as to prognosticate unusual riches in depth. The specimens are well worthy of inspection by those interested.

The Wildberg Mining Company have advices to April 9:—We have resumed sinking the great ore chamber, where the course of ore continues to be worth 12 tons per fm.; and the stope adjoining, east on same lode, is worth 5 tons per fm. The various stopes in the Gotteshulfe lode are worth on an average about 2½ tons per fm. The end driving east from Michael's shaft, in the 40, is worth 3 tons per fm., and the stope in back of the middle driving 2 tons per fm. The end driving east from No. 1 sink, in the Umbruch's level, is worth 2½ tons per fm., and the driving west 2 tons per fm. The end driving east from No. 2 sink is worth 3 tons per fm., and the stope in back of same 4 tons per fm. The end driving east from No. 5 sink is worth 1 ton per fm., and the stopes in back 1½ ton per fm. At the West Mine, the bargains in the East Blumengang will average 2½ tons per fm., and on Beck's lode 3 tons per fathom. The dressing operations are progressing fairly. After the Easter holidays we shall keep two cupola furnaces in blast, smelting ores. Soft lead is still being sent to market. Next week we shall take out a plate of silver.

The Nouveau Monde Mining Company have received Mr. Rd. Bray's monthly report on the Mines of Alotepeque, dated Feb. 24:—San Pantaleon Mine: San Vincente level has been completed to the cross-course, a distance of 74¼ varas, and we have commenced to drive northward to cut the heaved part of the lode; the ground is favourable for driving, and if it continues as it now is we shall intersect the lode in about six weeks' driving. San Damasio level has been driven 7¾ varas by one Englishman and two natives; the branch of ore has continued good throughout but is now very narrow, not over 4 in. in width; from the point where we intersected the lode we have opened east on it 18¼ varas in good ore, varying in width from 4 in. to 18 in.; we have about 10 varas to drive west also back to the cross-course, this will be directly over the eastern stope in Dolores level, which is partly in good ore. On Monday next we commence a rise from this level to that of San Vincente above, a distance of 23 varas, which will be concluded about the same time as the lode will be cut in that level; it will serve the purpose of proving the lode and of ventilating the level above just at the time it will be in need of it, and will probably be a very productive work as it will be commenced at least in good ore. Dolores level has been driven east 11¼ varas by one Englishman and two natives; in the present end a large branch without ore has split off to the northward; we are carrying what appears to be the main part of the lode; for the last 30 varas we have had very disordered ground in this level, and the lode has been almost quite poor, it certainly presents more appearance of improvement at present than it has done for some time. This end is about 30 varas in advance of that of San Damasio. We have laid 112 varas of tramroad (wooden rails) in this level during the month, and the wagon is running, it will be completed by next week. In the dressing-floors we have returned 23½ tons of ore this month; independently of this we have large piles of seconds and ordinary ore at the mouth of the shaft not picked. The ore returned this month, which was upwards of 9 tons, assayed over 250 ozs. per ton, and shall be forwarded to the coast with all possible dispatch. I have forwarded 60 bags of best ore to Ysabal at a freight of $3 (12s.) per bag of 150 lbs. Spanish, and am expecting mules to take down the other 80 in the course of a few days.

The Strathalbyn Mining and Smelting Company (Limited) have received advices from their manager, Mr. Squarey, dated Jan. 17, from which the following is an extract:—In my previous letters I have informed you that the shaftmen were engaged in driving from the bottom of the shaft to see the lode; they have now reached the lode, and driven partly through it; the ore is very similar to the samples previously sent to you by the *True Briton*, it contains a little more mundic and is certainly harder; the water is coming in freely. I am unable to form any opinion of the width of the lode at this level, as the men have not driven more than 4 ft. into it; there is the same solid mass of metal, and nothing to indicate that the lode may not at this level be quite as wide as when it was last cut through. In approaching the lode a string of galena was cut through, and on the footwall of the lode galena was found; none had ever been seen on this side of the lode, and Capt. Prisk anticipates that on the hanging-wall, when we reach it, we shall find larger quantities of galena, and indications of the lead separating from the jack. I should have been pleased had the change been found to have taken place in our present level, though it could scarcely have been expected that so powerful a lode could have so altered in the short distance. I am still raising the ore from the upper level, that I may have it available in case of need, either for sending to England or for use here; the particulars of the working will be seen in the captain's report.

Feb. 10.—Mr. Thomas, with whom I have been in correspondence respecting the smelting the jack ore, has promised to meet me at the mines on Friday next, and there see the means we have at our disposal for smelting. If these ores could be smelted and leave a profit of 2*l.* or 3*l.* a ton, I should at once be able to commence operations on a scale, that would eventually make your property a valuable one.

The Port Phillip and Colonial Gold Mining Company have advices from their resident director, dated Melbourne, Feb. 13. Mr. Bland had put a stop to mining on the company's account, and was employing the machinery of the company in crushing quartz for account of other parties, for doing which he had entered into some contracts, which he believed would be beneficial to the company.

The Worthing Mining Company have advices from their acting manager, dated Adelaide, Feb. 6, 1857:—The utmost activity prevailed at the Bremer Mine (recently purchased by the company), and the new steam-engine was expected to be ready for working early in March. A new engine-shaft had been commenced, and was being sunk in a fine channel of ground, of most congenial character for copper. A number of mines in the neighbourhood of the Bremer Mine were resuming operations, and from the increase in the population in this locality, the company's freehold land may soon become much more valuable.

The Dun Mountain Copper Mining Company have issued the letters of allotment. Dispatches have been received by Messrs. John Gladstone and Son, of White Lion-court, Cornhill, from their agents, Messrs. Nicholson and Ridings, of Nelson, New Zealand, under date Dec. 17, who state, there is such an extent of lode or vein visible that if the ore only averages anything nearly as high as the samples in hand, there is sufficient ore in view to give a good profit on the money invested for years to come. They trust the subscribers will have made up their minds to proceed long ere this. They are seriously retarding the progress by the delay that had taken place; and allowing their own money, which might, already, if more enterprise and energy had been exhibited, be returning them cent. per cent. They conclude thus—"To us who have seen the mine, further evidence of the existence of that which our eyes can see and our hands handle, seems purely an absurdity; and we hope most earnestly that the subscribers will place faith in the statements made to them, and bring the long-looked-for benefit home to us all."

In Foreign Mines, the market has been dull throughout the week, and the prices without exception have been lower. On Monday, Linares were 7¼; United Mexican, 3¼. On Tuesday, the only transactions were in National Brazilian at 2 to 1⅞. On Wednesday, National Brazilian 1¾, 1⅞, 2; St. John del Rey, 20 to 19¾; Mariquita, ⅞. On Thursday Linares were 7¼; Pontgibaud, 7½; Royal Santiago, 2½. Yesterday, the only business done was in United Mexican at 3⅛. The closing prices of other securities of this description remained without alteration.

In the Gold Mining Share Market, considerable activity has been exhibited throughout the week in Chancellorsville Freehold Gold, and a large amount of business has been done on the Stock Exchange and outside, at prices varying from 8s. to 9s., the closing quotation being 9s. 6d. Port Phillip, in consequence of the very unsatisfactory report by the last mail, changed hands yesterday at ⅛. The other quotations were nominal.

In Miscellaneous Shares, a fair amount of business has been done, although prices have exhibited a downward tendency. The official quotations will be found in the usual column. Joint-Stock Bank shares have been rather dull.

Mr. J. A. Phillips left London on Thursday for Wildberg, for the purpose of inspecting and reporting upon the mines. Mr. Arthur Dean having resigned the management, Messrs. Phillips and Darlington have been appointed engineers and technical managers of the Wildberg Mining Company; and Mr. Brandt, the late secretary, will shortly proceed to the mines, as local manager and representative of the company in Germany.

The Chancellorsville Freehold Gold Company's works at Frodsham are in full operation, and it is expected that in a few days the results will be known.

The Nouveau Monde Mining Company have convened a meeting, to be held in Paris on May 14, for the purpose of presenting the gerant's report, as also one from Mr. Archelaus Tregoning, on the mines of Alotepeque, now working by the company in Guatemala, and deciding upon the best means to be adopted for carrying out the enterprise.

North Basset Mine meeting will be held on Wednesday next, when Capt. Glanville is expected to attend.

The Liberty Gold Mining Company have convened a special general meeting for Tuesday, to take into consideration the letter from Mr. Conquest, the managing director, which appeared in our Journal of last week.

GOLD.—It has been estimated that the total amount of gold in use in the world in 1848, was 600,000,000*l.* sterling, and the annual supply was believed to be between 8,000,000*l.* and 9,000,000*l.* From recent influx, consequent on the discoveries in California and Australia, the amount now in hand is of the computed value of 820,000,000*l.* sterling. California, from 1849 to 1853, produced 65,900,000*l.* Australia, 35,000,000*l.*, from 1854 to 1856. They have together produced about 70,000,000*l.* more. With all this large addition to the production of gold, it is strange, but no less true, that very little addition to the stock of gold in the country has been made. We have, however, benefited by the increased production, and our export trade alone has, since the discovery of gold in Australia and California, about doubled in value. The nett produce now in the world is equal to 205,000,000 ozs. troy, or 8542 tons. The gold coinage in Great Britain, France, and the United States, in 1853, amounted to 41,800,000*l.* In 1856, it is computed the Australian gold mines alone yielded 3,008,281 ozs., or say, at 4*l.* per oz., 12,032,124*l.*

The following balance-sheet in the bankruptcy of Messrs. Fox and Henderson has been filed, showing a nominal surplus of 35,243*l.* These figures seem unexpectedly favourable, but it is, nevertheless, affirmed that the valuation of the assets has been made with care, and that a very satisfactory final result may be hoped. Balance-sheet from June 30, 1855, to February 11, 1857:—

Dr.—Sundry creditors		£ 94,511	15 3
Creditors holding security on property	£131,434 0 6		
Liabilities	20,824 4 5		
Balance		35,243	7 1
Total		£129,755	2 4
Cr.—Debtors, good		£ 28,233	13 7
Ditto, doubtful	£21,937 2 6		
Ditto, bad	5,044 10 9 = £ 26,982 13 3		
Taken at	6,500 0 0	6,500	0 0
		40,770	14 5
Property to be taken by the assignee			
Property on which creditors have security	134,434 14 10		
Deduct amount due to creditors, per contra	131,454 0 0 =	22,980	14 4
		31,270	0 0
Special assets			
Total		£129,755	2 4

THIRTY DAYS TO AUSTRALIA.—However improbable this announcement may appear, yet when we consider the rapid progress that science has made within the memory of the present generation, it will be seen that this is not only within the range of possibility, but highly feasible. Mr. John Clare, jun., of Liverpool, calculates that iron mail steamers can be constructed so as not to be subject to accidents from the wind and waves, neither liable to leakage nor wreck, and at the same time shot and fire-proof: he estimates that four of these can be built at an expense of 400,000*l.* each, their burthen to be 10,000 tons, the average speed 20 miles an hour, this attained the voyage could be performed in 30 days. Taking into consideration the great saving that would accrue in the conveyance of gold owing to the increased speed that would be obtained, and the extended facilities for rapid communication thus opened, these vessels would be attended with great advantages and considerable profit, the calculation being not less than 1,000,000*l.* the first year. The boats could be got ready in a year from the time they were commenced. We trust that the consideration of this important subject will not be lost sight of, but receive that practical attention which so weighty a question demands.

TELEGRAPHIC COMMUNICATION WITH INDIA.—In the prospectus of the Euphrates Telegraph Company, it is stated that the company propose "to continue the electric communication from Silencia, along the line of the proposed railway, by Aleppo, Jaber Castle, and the Valley of the Euphrates, to the head of the Persian Gulf." If this means that the telegraph is only to be made in conjunction with the railway, the proposal is right. A telegraph is a natural consequence of a railway, its indispensable companion, and the arrangements made for the security and protection of the railway would equally well serve for that of the telegraph. The telegraph company would thus secure their line free of cost, and a double interest would exist to maintain a transit through that country. But what is the actual proposal? It is to construct the telegraph independent of and in anticipation of the railway. The railway has sunk to a local Turkish line, the concession only giving powers to lay rails, and only securing the guarantee of interest on the distance from Silencia to Jaber Castle. It is no doubt hoped subsequently to continue it to the head of the Persian Gulf, but we are dealing with the actual circumstances. Now, we would recommend the directors and shareholders of the Euphrates Railway to look well into this question of the telegraph: it nearly concerns them and the success of their undertaking. The very strong reasons that exist against the practicability of the telegraph will, right or wrong, be applied by the public to the railway. The attempt to lay the telegraph in that country will raise all those questions, so difficult of solution, which the passage of the railway will raise; those difficulties will have to be met by the telegraph company alone, instead of by the united strength of the two, and the inducement to overcome them will be the establishment of a railway and telegraph. This consideration is more important than it would appear at first sight. The railway will be of great importance; it will shorten the distance between England and India, and supply a more rapid means of locomotion as compared to the Red Sea route. The telegraph, on the contrary, will shorten the distance by much less, because it is a condition of Government support that Alexandria shall be a station on the line, which will, therefore, have to make a deviation to Egypt, and will save nothing whatever in speed, ease, or economy in the transmission of news, as messages will travel instantaneously from one end to the other of the proposed Red Sea Telegraph line. Let the promoters of the Euphrates Railway take care that the discussion about the telegraph, and still more the difficulties which the attempt to lay and maintain the line will certainly raise with the wild Arab tribes, and the incompetency of the Ottoman Government to deal with them, do not kill the railway as well as the telegraph.

THE ATLANTIC TELEGRAPH.—The *Agamemnon*, which has been devoted to the peaceful service of laying down a part of the Atlantic Submarine Telegraph cable, is now undergoing the necessary alterations at Portsmouth. Her armament of 90 guns is being removed, the hold cleared, and her stowage room increased. She is to be fitted with frigate's masts, instead of her present rig of a line-of-battle ship. It will be remembered that this is the famous *Agamemnon*, the flag ship, which took up such a daring and perilous position right in front of the united fleet before Sebastopol, and earned such glory for her commander.

On the other side of the Atlantic, the *Niagara* is also undergoing preparations for the same object. She is the largest screw propeller in the world, not even excepting the famous *Himalaya*. Her length is 345 feet, beam 55 feet, and burden 5000 tons. The *Niagara* is one of that swift and heavily metalled ships whose qualities have recently been subjected to so searching an investigation in the columns of the *Times*. There are already 1100 miles of the Atlantic cable completed, and upwards of 2000 miles of the gutta percha covered wire has passed through the machines of the Gutta Percha Company. The total length of the deep-sea portion of the cable will be 2500 miles; to this, at each end, will be attached the shore portions, each about 30 miles long, and consisting of a very strong and heavy cable, calculated to resist a vessel's anchor, or any casualty.

LEAD ORES.

Sold on the 4th April.

Mines.	Tons	c.	q.	lb.	Price per ton.	Amount.		
Wheal Exmouth	100	0	0	0	£15 17 6	£1587	10	0
ditto	30	0	0	0	10 12 6	318	15	0 = £1906 5 0
Wheal Frank Mills	75	0	0	0	12 18 0			967 10 0
Sold on the 11th April.								
Wheal Wrey Consols	81	0	0	0	20 14 0	1676	14	0
ditto	35	0	0	0	10 2 0	353	10	0 = 2030 4 0
Sold on the 14th April.								
Tyndrum (Breadalbane)	61	0	0	0	12 2 6			739 12 6
East Black Craig	41	0	0	0	15 0 0			615 0 0
Cairnsmore	12	0	0	0	13 7 6			160 10 0
Aberdovey	16	0	0	0	15 0 6	240	8	0
ditto	15	0	0	0	12 10 6	187	17	6 = 428 5 6
Sold on the 16th April.								
Foxdale	100	0	0	0	17 1 6			1707 10 0

BLACK TIN.

Sold during the month of March.

Mines.	Tons	c.	q.	lb.	Price per ton.	Amount.		
Wh. Kitty (St. Agnes)	4	6	3	22	£81 0 0	£ 352	2	8
ditto	9	2	1	23	80 10 0	734	7	6
ditto	2	6	3	10	71 15 0	168	0	7
ditto	1	3	1	7	58 10 0	68	3	9
ditto	1	0	2	3	52 0 0	76	15	4
ditto	0	4	1	20	20 0 0	4	8	6 = £1403 18 4
Sold on the 11th April.								
Wheal Tallack	0	6	1	20	90 0 0	28	18	6
ditto	0	1	3	10	57 10 0	5	5	8 = 34 4 2
Sold on the Mine.								
Drake Walls	9	5	0	0	89 0 0	823	5	0
ditto	11	15	0	0	80 0 0	940	0	0 = 1763 5 0

COPPER ORES.

NO SALE on Thursday last, 16th April.

Copper ores for sale on Thursday next, at the Royal Hotel, Truro.—Mines and Parcels.—Devon Great Consols 2279—Phœnix Mines 409—West Caradon 395—Marke Valley 350—Wheal Edward 176—Collacombe 172—Wheal Friendship 170—Bedford United 163—Great Sheba Consols 157—Devon and Cornwall 131—Holmbush 144—Sortridge Consols 135—Wheal Emma 124—Wheal Arthur 108—Kelly Bray 108—North Wheal Robert 97—Wheal Zion 55—Wheal Russell 42—Lady Bertha 31—Hawkmoor 30—West Crinnis 17—Total, 5313 tons.

Copper ores for sale on Thursday week, at Tabb's Hotel, Redruth.—Mines and Parcels.—United Mines 700—Fowey Consols 530—Tresavean 364—South Caradon 359—West Damsel 341—Wheal Clifford 317—Perran United 220—South Crinnis 190—Pembroke and East Crinnis 137—West Fowey Consols 90—Wheal Comford 58—Grambler and St. Aubyn 49—Creegbrawse 47—Wheal Polmear 35—West Towan 30—East Tolgus 27—Old Wheal Basset 26—Great Onslow Consols 18—Bawden's Ore 15—Great Wheal Leisure 10—Buckingham's Ore 10—East Wheal Leisure 6.—Total, 3579 tons.

Copper ores for sale at Swansea, April 21.—Cobre 1000—Seville 169—Algiers 180—Knockmahon 125—Seville 104—Berehaven 94—Namaqualand 70—Spanish 36—Bampfylde 25—Sydney 15—Marseille 6.—Total, 1824 tons.

Notices to Correspondents.

*** Much inconvenience having arisen, in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly *filed* on receipt: it then forms an accumulating useful work of reference.

The TIN AND LEAD RETURNS for the quarter are now being collated, for early publication—as such, we invite the assistance of our readers, and more particularly pursers and managers of mines, to furnish us with the sales made during the said quarter.

PHENOMENON IN ACOUSTICS.—Being underground at the Wood Mine, near Beerferris, Devon, recently, I witnessed a phenomenon in acoustics for which I could not account; but, perhaps, some of your numerous correspondents may solve the difficulty. The ships at Plymouth were practising target-firing, a clear distance of at least 15 miles south, the little wind then was blowing from the west, so that it could not be the means of conveyance. At the surface the booming of the cannon was scarcely audible, but at a depth of 82 fms. from the perpendicular surface the discharges were distinct; on enquiry of the miners, I found they had frequently witnessed the same effects, but took no heed of it. I then tried to account for it by the direction of the mineral vein; but I found that did not assist me, as it did not run in the direction,—indeed, the vessels being on the water, would be so isolated there could be no connection: still it is hardly to be supposed the reverberation in the air would be so great as to travel 15 miles, and then descend a shaft 300 ft., with an increased sound. Such, Mr. Editor, are the facts, and, doubtless, some of your philosophic correspondents will account for a circumstance which I confess I am unable to do.—GEORGE HENWOOD.

ALTEN MINING ASSOCIATION.—Mr. Stephen Thomas, the manager of this company, has arrived in London. A meeting will be shortly held, when the question of the amalgamation of this and the Quenangen Mining Company will be mooted. The returns of ore during the first months of the present year have somewhat improved, and a cargo of copper is expected shortly to arrive. A profit was made last year, and probably a dividend will be declared in the ensuing autumn.

TRELEIGH CONSOLS MINING COMPANY.—I perceive, from a small paragraph in the last Journal, that the works of the Treleigh Company are to be carried on. As in the whole information of the proceedings of the meeting of the 7th inst. there is nothing said of the present financial position of the company; and as the originators of the proposal for a dissolution must have had reasons for doing so, and must have known of the uselessness of going on, I should have supposed that a full statement of the actual position of the company's affairs would have been prepared and published for the information of distant shareholders unable to attend the meeting. It may suit one portion of the shareholders to go on, and another to see the company dissolved, in order to save whatever little there is left for division; to gratify both, I think the directors ought to publish such a statement forthwith, together with the prospect of the future workings of the mine; by doing which a more general appeal to them would be invited, either for the continuation or instantaneous dissolution of the company. The shares are now paid up, and the directors cannot compel the holders to further payment for the prosecution of the works; they should, therefore, either dissolve the company at once, or, if there be yet a chance of success, remodel it for the creation of new capital.—J. C.: *Manchester, April* 13.

VENTILATION OF COLLIERIES.—Mr. Robt. Rennie, of Cumbernauld, N. B., writes that he has invented a small machine, which will convey air round any mine. Its powers, he states, are strong and simple. A full completed "door," with machinery, can be got up for about £2, by which the door is made to fly open as well at twenty yards' distance as at one, and immediately the men and horses have passed through the roadway it will shut, so that no danger can possibly accrue.

LLYARES MINING COMPANY.—If the expenses of the directorate are considered by the shareholders to be too costly, it is competent for any of the proprietary at the annual meetings to move a resolution to that effect. Our correspondent is correct in assuming that Mr. James Crosby, one of the directors of that association, was formerly on the board of the Dalecarlian Mining Company. This was abandoned by the English proprietors, and has since been worked to a profit by the Swedes, and great discredit thereby caused to British mining and enterprise. The management of this association is in energetic hands, and we do not anticipate that it will meet with such an ill-fated catastrophe as occurred to the Swedish property.

PNEUMATIC SIGNALS.—Upon a recent visit to the Society of Arts Exhibition, I noticed Mr. W. P. Maddison's invention, which, as you are of course aware, consists of a small india-rubber ball, communicating with a pieton, which in rising strikes a bell. It is now some time since you described the invention, and since then we have heard nothing of it. I think a little information as to the extent to which the contrivance has been adopted, and the result, would be very interesting, and would no doubt assist in its more general use.—J. A.: *City, April* 16.

"J. S." (Manchester).—The Agua Fria Company is dissolved. Several of the shareholders are now members of the Quartz Reduction Company, which was formed on the debris of the old association. The secretary is Mr. William Vian, and all information can be obtained at the office from him.

GEOLOGICAL FORMATION OF THE ISLE OF MAN.—SIR: Mr. George Henwood, the geologist and miner, was here about a year ago, and made extensive excursions and observations on our island; I accompanied him over a great part, and I believe Capt. Rowe, of the Laxey Mine, did the same. Why does he not give us his observations on the strata, &c.? I know he formed some peculiar views of it, particularly of the great spar cross-course in this neighbourhood, which runs through the island, as well as the great iron lode, so well known on the north-east part of the island. I am aware he visited the granite range, also the two barrules, as well as most of the celebrated localities of the island; but if Mr. Henwood would oblige us by his observations made at the chasms on the south of the island, myself and many of your readers would feel obliged.—E. BAWDEN: *Foxdale Mines, April* 9.

QUARTZ REDUCTION COMPANY.—We are informed that a profit was made on these works in the month of November amounting to 500*l.*, that all expenses were paid in the months of January and February, and so soon as the water was abundant profits would be made.

VENTILATION OF COLLIERIES.—Messrs. Francis Briscoe and Wm. Brown, of Ketley, have addressed to us a long communication. In their opinion, accidents will always occur in collieries until a better system of ventilation is adopted, and a rigid system of examination is carried on with regard to overlookers. In the general views which they propound, we are in accord; but those who propose a better system of ventilation should lay down some definite plan, and show how it is to be effected. A mere assertion of what can be done carries no weight with it, unless it be followed out by practical details. When these come to hand, they will receive the attention which they may merit.

ALBION GOLD MINING COMPANY.—The Chairman of this association was declared bankrupt about twelve months since. The company was never definitively registered. Several gentlemen, whose names were placed upon the prospectus as directors, repudiated all connection with the company. At the time the association was formed, an angry and acrimonious correspondence was carried on regarding the title of the property. The offices were in Copthall-court, but all traces of the association have long since disappeared from that locality.

GOLD MINING COMPANIES.—We have received various communications regarding these ill-fated speculations. At the time the mania was rife, we cautioned the public, but our voice in that gambling era was allowed to pass unheeded. It is true that individual exertion did much, while, with scarcely an exception, all the combined associations were failures. In many instances, the selection of the superintendents was most injudicious. In one case, a superintendent took out trunks lined with leather, and bound with iron, which were to hold his percentage of the gold obtained. On arriving at the location, he saw in the rocks a vein of iron pyrites, and he then wrote home to the directors that the country abounded in gold. Subsequently, on discovering his mistake, he stated that they ought to abstain from gold mining, and embark their capital in the pig trade, as pork at that time was the best investment in California. Another was appointed on account of his position in England, who principally looked after the interests of the company by remaining in a luxurious hotel at San Francisco. The general rule would appear to have been that the gold was not to be obtained from California, but from London. In another case, the company's property was attached by a labourer, the superintendent not only owing him wages, but had likewise borrowed money of him. In every instance, it would seem that competence was not looked for; it was merely requisite that the agents should be pliant, so that the shares might be sold; and scarcely any consideration was ever paid to the shareholders. Where there has been no positive dishonesty, a great incompetency has been displayed; and in too many instances on the part of the directors, a gross and wilful disregard to the interests of their constituents has been shown by the governing body.

CONCENTRATION OF COPPER ORES.—I am not a miner, but I have seen this process at Foldal, in Norway, which you have so recently mentioned. At present it is carried on with great secrecy, nor are you allowed by Mr. Weitz, the agent of Mr. Sinding, the patentee, in that country, to go through the whole of the works. At Foldal, there is a quantity of poor ores raised, which are subjected to a calcining process, denominated "kern rostning." By this means, the calcination is brought to such a great height, that in the middle of the nodule there is a lump or kernel of regulus of a tolerably high percentage. This has been taken out, and the outer shell thrown away, which consists principally of sulphur and iron pyrites. You will observe that this has already been calcined, and on it Mr. Weitz manipulates. In the calculations which he has given, there is nothing charged for mining, and I do not think it would be applicable in England, unless we had a sufficient supply of poor mundicky ores which would not pay for dressing in any other way. The question is one of great importance; and this, as well as the process at Twista, ought to be practically tested. For the latter, I am led to believe, Mr. W. C. Deeley has taken out a patent; while, for the Norwegian, Messrs. Pinto Perez have secured their rights in this country.—GAMLE NORGE: *April* 14.

BRITISH AUSTRALIAN GOLD MINING COMPANY.—A Guernsey shareholder complains that no information has been afforded to the proprietary of the position of the company. He states that the promises put forward in the prospectus have never been carried out. We would advise him to apply to Mr. H. Ward, the secretary, at his offices, King's Arms-yard.

MINING COMPANY MEETINGS.—I wish to call your attention to the great inconvenience occasioned by a want of punctuality in holding meetings at the exact hour appointed, and which creates a double evil, as it is becoming a common practice for some of the shareholders to come in when the report has been read and explanations given, thus causing the Chairman to go over the same business a second, and even in some instances a third time, to the annoyance of those who have been punctual in their attendance. I would suggest that, in future, as in railway companies, the chair should be taken to the minute, the business commenced, and those shareholders who come in the middle of the proceedings can examine the report afterwards.—AN OLD SUBSCRIBER: *Lombard-street, April* 16.

ALUMINIUM.—"W. M." (Paris).—The translation of the remarks upon this metal, for which we are much obliged, will appear in our next. If "W. M." is *au courant* with English, he may in future save us translating.

ZENNER'S ROTATING BUDDLE.—In reference to the article in your Supplement of April 4, I can scarcely believe that any Cornish miner would allow jealousy to influence him so far as to reject a good and useful invention, by which he must benefit. On the contrary, I found Capt. Jeffrey willing and ready to give the machine a fair trial; and I may here remark that few or none are better qualified to do so, as he is one of the best ore dressers in the north, and with an experience collected in all parts of the country. I rather believe that one of the reasons which prevent people adopting anything new is excess of caution; and it cannot be wondered at when we consider the great number of inventions which are either delusive, or even downright swindles. The letters which have been published through your valuable Journal by different correspondents (and though some are rather antagonistic to me, all allow the merits of the machine), leave me little to say in favour of the rotating buddle, and I shall patiently wait until their good judgment has got the better of their caution. In reply to "A late Student in the Truro School," in your Journal of last week, I beg to say that I have reason to suppose that the model of the rotating buddle which I have sent to Truro is open to students and to the public generally, and also that it will be used to illustrate the lectures at the School of Mining.—D. ZENNER: *Newcastle-upon-Tyne, April* 15.

CARRACK DEWS UNITED (St. Ives).—A correspondent, who states that he has been a subscriber to our Journal from the commencement, complains that no report of the proceedings of this company appears in our columns. We were in the habit of sending a reporter, but he was invariably refused admission. If our friend will send notice of the next meeting, it shall be attended; and the course he had better adopt would be to take the sense of the meeting as to whether the proceedings of the company shall be public.

IRISH MINING.—If our correspondent "Erin" will only remember the articles which have recently appeared in our Journal on this important subject, he cannot form any other opinion than that we are hopeful for an important future for this rich mineral country. Some of our most eminent mineral inspectors are at this time paying close attention to the country. Amongst the rest, Mr. Josiah H. Hitchins, who is now in the South of Ireland, examining that district. No doubt the abilities of our friend Mr. H. will enable him to compile information that will be valuable to "Erin," or any other gentlemen interested in Ireland's mineral resources; and any communications may be addressed to him, at Skull, county Cork, care of Capt. Roberts.

GREAT SHEBA CONSOLS.—The total receipts of the company, from August, 1850, to Dec. 18, was 26,759*l.* 2s. 4d., and the expenditure 25,546*l.* 12s. 3d., the balance in hand being 212*l.* 10s. 1d.

REVOLVING FIRE-BARS.—Some time since, in describing the invention of Mr. J. Juckes, of Islington, for making the fire-bars revolve so as to gradually move the incandescent fuel from the mouth to the back of the furnace, you stated that the honour of the invention was due to a Frenchman, who had patented it some months previously. Can you inform me whether the invention has ever been practically tested? C. D.: *April* 16.

VALAIS MINES.—The well-known Paris firm, Scillière and Co., have written us a letter, of which the following is a copy. It gives an unqualified denial to one of the statements made by M. Perny de Maligny, inserted in your last Journal, and your readers may judge how far the others are worthy of credit.—BRUNTON AND CO.: *April* 17.

"30, *Rue du Textier, Paris*, 15 *April*.—MESSIEURS: Je suis tout à fait étranger à l'objet de votre démande. Je n'ai jamais eu d'affaires de mines dans le Valais, et je ne connais pas même de nom les personnes que vous me citez. J'envoi votre lettre à mon parent, M. le Baron Achille Seillière, banquier, 72, Rue de Provence, et il verra quelle réponse il pourra faire à votre démande à laquelle il m'est impossible de rien dire. Veuillez agréer, Messieurs, l'assurance de ma considération distinguée.—ERNEST SEILLIERE."

CARRACK DEWS.—The meetings are only held every six months, when a call is generally made. In March, 1856, the call was 4s. per share; September following, 2s.; and in March last, 3s.

PORT PHILLIP AND COLONIAL GOLD MINING COMPANY.—At the last meeting, some hope was held out of a better state of things, and the shares rallied, and really became marketable. It is only necessary to refer to the meagre advices just received to prove the miserable position of the company's affairs. Why do not the directors come forward in an honourable manner, and propose the winding-up of the company?—AN UNFORTUNATE SHAREHOLDER: *April* 16.

NEW FORT BOWEN MINING COMPANY (LIMITED).—We have received several communications respecting the call recently made by the directors; and upon calling at the office, requesting to be informed of the position of the company, an abstract of the cash account to March 25 was furnished us, from which the subjoined is condensed—Receipts: Call, 5066*l.* 12s. 6d., less debenture debt cancelled in payment of call, as agreed with the old company, 1071*l.* 15s.; deduct also calls unpaid, 293*l.* 2s. 6d.: leaving nett receipts on account of call, 3695*l.* 15s. only; received on interest, &c., 7*l.* 12s. 6d.; cash received for sundries, 499*l.* 16s. 6d.=4203*l.* 4s.—Payments: Interest on old company's debentures, 407*l.* 15s. 6d.; paid old company's liabilities, 1539*l.* 9s. 5d.; preliminary expenses, registering the company, &c., 224*l.* 7s. 4d.; cash sent to mines, 500*l.*; cash in hand, 94*l.* 10s. 4d.; mine cost, salaries and wages, part in advance, travelling expenses, tools, freights, &c., &c., 1246*l.* 4s. 6d.; London expenses, rent, clerks, and miscellaneous, 90*l.* 16s. 11d. Respecting the observations about the directors making a call, it is only necessary to refer to the articles of association to show that the power is vested in the board. Upon the formation of the new company, and dissolution of the old one, the operations at the mine had been to a certain extent in abeyance. The reports, however, received fortnightly, are always open at the office to any shareholder who may think proper to inspect them. The arrival of the manager and staff at the mines was announced in our Journal of last week, and the advices now due are expected to afford important information. We are informed that the call has been well responded to by the shareholders.

TREVELYAN.—An error occurred in the report of April 11, as inserted in last week's Journal: in 11th line from the top, for 70*l.* per fm., read 70s.

THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, APRIL 18, 1857.

The fearful and desolating occurrence at Lund Hill, which has caused so much mourning and suffering to the surrounding district, has excited the greatest attention; and the results of the enquiry are looked forward to with the greatest anxiety and impatience, not only by those interested in mining operations, but by the public in general. In the House of Commons it may be remembered that, in answer to a question from Mr. CAYLEY, Sir GEORGE GREY said that immediately the pit was emptied of the water, a searching investigation should take place, in order, if possible, that the cause which led to the accident should be ascertained, and measures taken to prevent the recurrence of such lamentable catastrophies. We are informed that the attention of PRINCE ALBERT has been directed to the frequent occurrence of these calamitous incidents, which, while they lead to sudden bereavement, in too many instances entail, at the same time, an amount of pauperism on the locality, so dire in its effects that the evils it inflicts can scarcely be calculated. We need not inform our readers that His Royal Highness feels a deep interest in the subject; and now that the attention of all, from the Prince to the peasant, is drawn to the question, we may hope that practice, combined with science, will devise some simple plan by which many of these sad accidents will be avoided. Much has been written on the subject; practical suggestions have been made; but hitherto it would appear that so soon as the fatal results of such a calamity as that of Lund Hill are subsided, the cause is forgotten, and the work is resumed again, as if nothing had occurred; the same carelessness is again practised, the same want of due supervision is to be found, and it is only when another fearful blow again takes place that greater care is exercised. Let us trust that a system will be laid down so that all may obtain greater security for the future.

An old proverb says, that "out of a multitude of counsellors there is safety;" and if this trite saying could be verified, we should be spared the pain of having to record the dreadful accidents that are constantly occurring in our coal districts. It might have been supposed that the fearful calamity which occurred so recently at Lund Hill, would have induced greater caution on the part of the workpeople. Unfortunately, however, it appears that the collier is as reckless as ever; no experience will teach him, and one accident is but the forerunner of another, the only difference being the amount of misery and misfortune entailed; and this can only be calculated according to the magnitude of the calamity.

At the Bredbury Pit, near Stockport, an explosion has taken place, by which three persons have been killed and five injured. Here it is stated that the accident arose from one of the labourers named PLATT removing the top of his lamp, and thereby leaving the light exposed. At the Gorse Colliery, near Swansea, a similar accident has taken place, and apparently from the same cause. How are these fearful calamities to be avoided? Numberless suggestions have been put forward from time to time, yet hitherto the desired results have not been attained. There are many who suggest that, if the miners were to have a lamp which would give a good light, instead of the gloomy obscurity of the common DAVY, he would not be induced either to remove the cap of the lantern, or work with naked candles, thereby jeopardising not only his own existence, but that of his fellow-labourers. At different periods we have drawn attention to the improvements which have been made in safety-lamps. There are several varieties which possess a sufficient illuminating power, while, at the same time, security is afforded to the miner. Against the use of these a prejudice exists, and, in too many instances, the colliers have a great disinclination to work with them. A description of one of the inventions of M. MOZARD will be found in another column; this is a modification of the MUSELER lamp, which has for such a considerable period been employed in Belgium, and is protected with a glass shade: 18,000 of them are in daily use, and in the course of 10 years but three accidents have occurred from the breakage of the glass. The lamp in question is so secured that, should the miner tamper with the wick, or attempt to open the lantern, his light becomes extinguished. In the Museum of the Government School of Mines several can be seen; many of them have been practically tested, and their utility acknowledged. The general opinion of those who are concerned in the working of collieries is that, with regard to the adoption of them, the objection does not mainly lay with the employers, but the employed. It is admitted that in nearly every instance our collieries are well ventilated, and though a want of scientific knowledge and prejudice is sometimes attributed to those who conduct operations in our metallic mines, yet the intelligence and ability of those concerned in the winning and working of coal have never been questioned, and their merits fully recognised by those connected with mineralogical pursuits, both at home and abroad. Despite this, the liability to frightful accidents seems to be the normal condition of English collieries: various causes are assigned, remedies are proposed, and yet not all the teaching and experience, so dearly acquired, appears to obviate the disastrous evil. Messrs. BRISCOE and BROWNE, of Ketley, state the whole system of ventilation is defective; although they do not point out any method or mode by which it could be remedied. They are of opinion a rigid examination should be instituted, so that none should be allowed to act as overlookers, unless duly qualified. Mr. M. W. HILLES is of opinion that the majority of explosions are to be attributed to the presence of electricity in the atmosphere; and suggests that electrometers should be placed down the shaft, so that at any time the amount of electric fluid could be ascertained, and its dangerous influences avoided. Mr. R. RENNIE, of Cumbernauld, proposes to patent an apparatus, by which the doors can be so opened and closed, that accidents will be avoided. Some practical suggestions have been offered by working men, which from time to time have appeared in our columns.

In to-day's Journal will be found three communications, respectively from "Coal Miner," "T. STEPHENSON," and "One who has been particularly connected with Mining Operations for 33 Years;" and to these we would call the attention of our readers; although the writers differ most materially in their opinions, yet they are all unanimously agreed that some decided, definite, and energetic step should be taken, in order to remedy the causes of these too frequent calamities.

The enquiry on the explosion at Lund Hill has not yet terminated; we, therefore, reserve our remarks on that lamentable occurrence until such time as the investigation is closed. From all accounts it would appear that in nearly every instance our collieries are as well ventilated as circumstances will allow. The men in general have certain rules and regulations to abide by, these last it seems they often infringe; and, although sometimes there may be a laxity of supervision, yet more often accidents arise from the recklessness of the labourers themselves, who not only by their carelessness peril their own lives, but at the same time sacrifice those of their co-mates. It is totally impossible to prevent accidents in collieries: even in the best regulated these will occur. Legislative enactments will do much, careful superintendence will do more; but if the evil is to be obviated the improvement must come from the workers themselves. In the Stewart Collieries we seldom hear of accidents, and we are told that on this estate the colliers are, to a certain extent, educated, and while they are taught to esteem their employers they learn at the same time to respect themselves. In the different districts the modes of working vary, and that which may be correct in the north will probably not be available in the southern and western districts. Many of the suggestions which from time to time appear in our columns may be only suitable for the localities to which they refer; from them, however, an amount of useful knowledge can be obtained, which cannot fail but to be productive of great benefit to all concerned in the getting of coal. The question of education is one of the most prominent subjects of the present day, its influence is brought to bear upon all professions and classes; hitherto that of the practical miner has been greatly neglected, let him receive that consideration and care which he merits, and he will learn to devise such means as, if they do not entirely obviate, will at least diminish the number of those catatrophes which it is our painful duty now to chronicle.

In our Journal of Dec. 6 last we directed attention to the unprotected and utterly neglected state of our channel harbours, and endeavoured to point out a cheap and sure remedy for such neglect. Our ideas were repeated by many of the daily papers, and we had hoped something would have been done; but, as Parliament at that time was so much engrossed with foreign affairs, they probably had not time or inclination to attend to paltry home requirements. Now that we shall have a new legislature we hope and trust the appeal for home improvement will not be made in vain; we showed that no less than 1141 vessels had been lost during the year, involving a destruction of life and property truly frightful to contemplate. Every gale of wind adds to the sad catalogue, and every tide bears witness to the melancholy truth, by washing up on the sands some relic of a gallant ship or some remains of a still more gallant tar who manned it.

The cure for these evils, as we then pointed out, should be in convict labour, and we reiterate—how can their forfeited services be more appropriately employed than in constructing works for the benefit of society, and which would not only be a protection to the hardy sons of Britannia, but to the foreigner who visits our shores? That such harbours exist is too patent to be disputed; that they, as well as others, can be rendered safe is proved beyond controversy; and that the requirements of society demand attention to the subject we shall endeavour to prove. Every step towards improving our line of coast is a step in the right direction; every effort made towards it is, we deem, a philanthropic, as well as a commercial benefit; we, therefore, advocate it on public principles, as well as on account of the interests which we represent, and those are by no means trivial. From the Land's End to Swansea there is not a safe harbour, though several might be made so at a comparatively trivial cost. Yet every tide that rises or ebbs in the Bristol Channel bears a rich freight on its bosom in the shape of coals, copper, zinc, tin, and other ores to and from the rich district of the Cornwall mines. Every storm witnesses some foreigner in distress, and every winter gives a sad account of danger and ruin, where all could, and should be, security.

St. Ives could, at the expense of a few thousands, be rendered a secure and splendid harbour of capacity sufficient for all requirements; we should then hear no more of such harrowing disasters as the history of the Black Cliffs reveal, nor would the echoes of the Peden Olver rocks reverberate with the cries of poor sailors perishing within sight, aye, almost within reach, of their wives and families. The port of New Quay, not nearly so much frequented, but still of a greatly increasing trade, would, by the outlay of a paltry sum for a nation, be rendered a harbour of refuge, its trade be doubled, and a now nearly unknown port be raised to consequence, to the great benefit of the mines in the locality, and to the vast population employed therein.

That terror of sailors, that inhospitable port, the certain destruction of the stranger and risk of the native, Padstow, might easily be made a place of security, instead of a place of destruction. Could the Dunbar sand be made to roar more loudly, could "Hell Bay" (a most significant name), be gifted with eloquence, they could a tale unfold that would harrow up the very hairs, and make humanity to tremble.

Lundy Island could easily be made a harbour of refuge; Barnstaple Bay and many others could be greatly improved, but in the far west im-

provements are most urgently needed, and should be first constructed. The Mounts Bay could relate a sad history from sheer neglect; the *Delhi*, with her valuable cargo, and scores of others, could narrate sad tales of woe. From all time this celebrated bay can boast of the noble hardihood of her sons, many of whom form the finest sailors of the first mercantile and warlike navies in the world. We ask why cannot a few hulks be spared, and a few hundred ticket-of-leave men be sent to a place or two like these for the benefit of mankind? Let these fellows be sent to such, instead of rusticating on Dartmoor, and gammoning parsons, or being transported (a very proper term, no doubt they are transported beyond measure frequently) to sunny skies and golden sands, where they may wile away their time in comparative luxury and ease; the tales of success of many who left their country for their country's good tingle in their ears, holding out to them brilliant prospects of a glorious future. Now that the colonies are satiated with the scum of a thousand cities, why not employ the vagabonds at home in such works of sterling utility as we have pointed out? Are our fisheries, our mining interests, and our mercantile marine of no consideration? Is not the west coast of Cornwall one of the grand sources of our seamen? The active and daily increasing commerce between these coasts and Wales certainly deserves some little attention; the difficulties of shipping might be decreased, the charges for freight and insurance lessened, and comparative security insured, a consummation devoutly to be wished, and oh, at what a trifling cost! No workmen would be thrown out of employ, for none are engaged; no vested interests be interfered with, as none exist; the effort would be hailed as a national triumph, and the world would applaud the attempt. It would not be a merely national affair, as every nation that owns a ship would be a participator; we, therefore, hope some one of our new House of Commons will bring the matter forward; there is a fair opportunity and an ample field. During the present year, in Jan. 286 vessels were wrecked; Feb., 205; and March, 209: making a total already of 700. Surely this is argument enough.

By many persons it is supposed the high rate of interest charged by the Bank of England militates seriously against the mining interests of this country, but if we look to the effect in its proper light, we shall be led to take a modified view of this opinion. The extraordinary extension of our export trade during the first quarter, as evidenced by the late returns, proves how prone we are to too rapidly develope our resources, and but for a wholesome check on speculation it is more than probable we should be led on to embark to an extent that periodically creates a crash in the commercial world. There can be no doubt our domestic and foreign trade is on a thoroughly sound basis; the drain for gold that has for some time existed seems now in some measure subsiding, whilst the large quantities of gold known to be on the way will further tend to inspire confidence. It is also well known that the recent Limited Liability Act has engendered a host of schemes, ready to be launched on the public at the first favourable opportunity. The demand for our manufactures must cause a great demand for mineral produce of all descriptions. The extensive orders for iron steamers already received on the Tyne and the Wear will keep the coal and iron interests active in their districts. The demand for rails and engines for the rest of the world will keep the other metal miners hard at work; and our potteries being fully employed gives encouragement to our clay producers to exert themselves. All three interests are now receiving remunerative prices, and have only, in some instances, to complain of the scarcity of workmen.

If money were plentiful, Russian railways, *credits mobiliers*, &c., would be paramount, and a host of foreign schemes would be thrown on the market. For the legitimate mining interest we see nothing to fear, but everything to hope: the comparative scarcity of money keeps it, as well as other interests, in a healthy state, by rendering the carrying out mere bubble schemes next to impossible. Under these impressions, we assure our readers that no stock affords a fairer or safer mode of investment, or one more desirable to enter than at the present time, many stocks being unduly depressed, which are paying handsome dividends.

It is always with great reluctance that we call in question the judicial acts of the magistracy, or even hint our want of confidence in their official conduct. The interests of our social system are so interwoven with the impartial administration of the law, and the love of fair-play is so predominant a feeling in the breast of every Englishman, that to express a suspicion of mal-administration, can scarcely fail to weaken that unbounded confidence in the decisions of our judges, which, happily, is so prevalent, and of which we so frequently boast. Unfortunately, however, instances sometimes occur which imperiously demand public notice, in order to prevent a continued persistence in a course so detrimental to the best interests of society. With whatever inconvenience the exposure and reprehension of ill conduct in the administration of justice may be attended, it is of infinitely less importance, than that such a social evil should continue unreproved and unredressed.

Justices of the peace are bound to discharge the duties of their important office without fear or favour, and in the absence of what is termed corrupt motives, and in strict conformity with the law. Making all due allowance for the fallibility of human judgment, the recent decisions of the Bench at the Blaina Petty Sessions, Monmouthshire, have, to say the least, exceedingly surprised us. On two occasions, according to the reports of the proceedings which have appeared in the newspapers, informations were laid against certain coalowners for violations of the Inspection Act by the Government Inspector, which were, in our opinion, fully proved by the evidence adduced, and in both instances the magistrates declined to convict. In order to place the subject clearly before our readers, we shall abstract so much of the report as is necessary to a clear statement of the circumstances of the case. The magistrates on the bench were Messrs. T. BROWN, G. P. HUBBUCK, F. LEVICK, and the Rev. D. REES. Six informations were laid against Mr. C. BAILEY, M.P., for violations of the Act and the General Rules; one against Mr. PARTRIDGE, the manager of the Beaufort Collieries; and three against Mr. NEEDHAM, the manager of one of the Beaufort Collieries, where a fatal explosion had recently occurred. According to the statement of the solicitor for the Crown, Mr. FRY, every other means had been exhausted of inducing proper attention to the rules on the part of the owners and managers of the Nant-y-Glo and Beaufort Collieries. Mr. MACKWORTH had sent four notices to Mr. C. BAILEY; two notices to Mr. PARTRIDGE; and two letters had been specially addressed to the former gentleman by the Secretary of State. Of none of these had any notice been taken. According to these notices, informations might have been laid for 127 violations of the Act; but the least hostile course had been adopted, and ten only were preferred.

It does not appear that any attempt was made to disprove these allegations; and taking them as reported, it appears to us as strong a case as can be well conceived, and looks more like a defiant resistance of the law than anything else;—insufficient ventilation, and a total disregard to the means of safety, as regards the engines and boilers, were the charges embodied in these ten informations, the non-observance of which daily endangered the lives of hundreds of men. But, besides these ten charges, it appears there were 117 other infractions of the law upon which no proceedings were taken, and which speaks volumes as to the lax discipline and bad management of these collieries. Yet, notwithstanding all this—notwithstanding the repeated remonstrances of the Inspector, and the letters of the Secretary of State, we are told "The magistrates dismissed all the above cases against Mr. C. BAILEY and Mr. PARTRIDGE!"

Extraordinary as this decision is, it is not without its parallel. The next information was against Mr. NEEDHAM, for not providing a proper amount of ventilation in the Pantyforest Colliery, in which an explosion had in consequence recently occurred. It was proved in evidence that there was no current of air or airways in this heading, and seven stalls were opened out of it; that there was fire-damp in one of the stalls; and that a cap was seen on the candle, showing the presence of fire-damp, for more than one-half of the length of the heading. No artificial means of ventilation were used. Such is the evidence, which leaves no doubt but that the colliery was in a highly dangerous condition. But what said the magistrates? "Mr. BROWN said the opinion of the bench was, that the colliery was sufficiently ventilated!" Upon this announcement Mr. FRY very wisely withdrew the other charges, stating, as his reasons for taking such a course, that he had no stronger evidence to adduce than what had already been given; and that, if the magistrates could not convict on such evidence as he had submitted to them, he was sure they would not convict on any other evidence he had to lay before them.

The bare recital of these facts is sufficient to attract public attention, and possibly reprehension, without any lengthened comments. But an important question arises as to what is or can be done under such circumstances? Such conduct in gentlemen sworn to administer the laws without fear and favour, appears at sight as inexplicable. How far Mr. FRY explains the mystery we leave our readers to decide. He "objected to the magistrates being colliery proprietors—three of the gentlemen on the bench having been concerned in previous proceedings, under the same Act." That is, that informations had been laid against them by the Inspector. These magistrates admitted that the Inspector had twice before reported them to the Secretary of State, and had also taken legal proceedings against them. Under such circumstances, one would have thought their sense of propriety would have restrained them from sitting in judgment in these cases; but as it did not, the least that was to be expected of them was, that they would have utterly divested themselves of all prejudice and personal feeling, and have so far distrusted their capability of judging aright, as to have leaned rather to the prosecution, than to have ignored the evidence by their decisions.

It is clear that this case must not be allowed to pass by without the adoption of some measures to prevent a recurrence of such proceedings, which render the Inspection Act a dead letter. The responsibility rests with the Secretary of State; and we greatly mistake the character of Sir GEORGE GREY, if an efficient remedy for such evils be not speedily provided. It is in vain to pass Acts of Parliament for the prevention of accidents in mines, if the magistrates of a little country petty sessions are thus allowed to abrogate them at their pleasure. If we are not mistaken, this is the second instance of the assumption of extraordinary powers by the Blaina Bench,—the sooner it is put an end to, the more it will be to the interests of society, and the better for the poor colliers.

We have been unable to obtain a transcript of the opinion of the Solicitor-General on the point submitted to that learned functionary by the Committee of the Stock Exchange—namely, to determine in his mind as to the legality or illegality of the issue of scrip by companies incorporated under the Limited Liability Act. It appears that it is contrary to the usage of the "House" to allow of the perusal of such documents by persons not members of the board; therefore we have still to rely solely on the resolution posted at the Stock Exchange for the guidance of the public, and framed on the legal opinion obtained. The resolution alluded to is very contradictory. It literally leaves the question exactly where it was; and this view of the case is confirmed by a letter which has been addressed to the committee of the Geelong and Ballarat Railway Company by the Secretary of the railway department of the Stock Exchange. Our readers will probably remember that it was an application from this company to be officially recognised which led to the point at issue being mooted, as it was the first railway association which had been registered under the new act. The secretary says:—"I am instructed by the Committee of the Stock Exchange to inform you that before an application for settlement and quotation in your company's scrip can be entertained, the said scrip must be impressed with the Government penny (scrip) stamp, and have printed across it an undertaking to register within, say two months after obtaining the concession and guarantee of interest on capital."

Be the opinion of the Solicitor-General what it may, it is clear that the Stock Exchange will acknowledge the issue of scrip if accompanied with a penny stamp on each, and a declared assurance on the face of the document that such scrip shall be exchanged for shares within a defined period. This implies that scrip is legal, yet the announcement that it will be received and tolerated in the market for a limited period of time only, leads naturally to the inference that such scrip is not strictly legal. We come back, therefore, to our first statement, that the matter is still undefined; and the public will not be satisfied with the capricious treatment of the point by the Committee of the Stock Exchange; for in no other light, we conceive, can the resolution of that establishment be regarded.

The progressive advancement of nations and civilisation, and the necessity of satisfying the requirements of states by the united action of numbers of individuals, whose private resources would necessarily prove inadequate, have called into existence various societies and combinations of men, which, under certain forms, are subject, in each country, to particular legislative control; as are, for instance, bankers, &c., and also certain other moneyed influences, which are beyond the control of states or legislatures. It would be alike tedious and unnecessary for us to trace the gradual growth of the latter power throughout Europe. It is sufficient for our present purpose to know that it exists—a patent fact—an actual and most important element in every European state. Is a government necessitated to borrow funds for any present or anticipated emergency? Forthwith, the representatives of some half dozen houses step forward, and, literally on their own terms, provide the necessary supplies. The securities put into their hands become their current merchandise; and on these they trade to their own great profit and advantage, in which perhaps a few smaller fry of the same great order of beings, may be permitted to participate. Many such transactions as these to which we allude are perfectly legitimate—nay, necessary.

If England wants a loan of large amount, and entertains the tenders of the great moneyed firms, she does not pause to enquire whence the funds are to be provided, or into whose hands ultimately her securities will go. But her experience and position assure her that she will, after all, be in great part debtor to herself—in fact, she takes this necessary method of borrowing from her own subjects, yet often through irresponsible channels. But other schemes engage the cupidity of those who seem to desire yet more, the more they can command; and in these we see that self-interest and self-aggrandisement mainly actuate them, inducing a total disregard of the consequences to those whom they inveigle into their tempting projects. Incalculable gains have already been safely lodged in half-a-dozen pockets, which have left hundreds—we may say, thousands—beggars.

It is, however, with such combinations, as with individuals, that a time of doubt and of enquiry will come; and it would appear that a modest proposal, which we ourselves scouted five months ago, is likely to lead the public mind to consider the relative position of what has been termed the "power irresponsible and absolute," which reigns in the exchanges of Paris, Vienna, St. Petersburg, Madrid, Amsterdam, Berlin, and London, and the interests of those countries of which these cities are the capitals.

Our readers will anticipate that we refer to the great Russian railway scheme, in which Messrs. ROTHSCHILD, BARING, and Co., have resolved that 45,000,000*l.* of capital shall be invested; which, of course, the commercial public of England, France, &c., must contribute, whether they will or not. It remains, however, to be seen whether the "irresponsible power" will in this instance be "absolute." The French Government offers it the strongest opposition; and, we believe, the people of this country can find ample and most profitable means of investments in advantageous home speculations, without aiding a foreign, and still, in many cases, an inimical power, in a project from which the prospective benefits to shareholders are very precarious; while, at the same time, the direction of public attention to the danger arising from the important moneyed combination, which can dare to, and may, possibly, execute such a scheme may not be without its salutary result to the community.

The official returns from the Government of Victoria, of the revenue and expenditure of that colony for the quarter ending Dec. 31, 1857, are forwarded by the present communications from Australia. The revenue for the year ending on the same day is likewise furnished; but as the expenditure for the twelve months is not given, there is no means of determining the balance in favour of the treasury, or otherwise. It is apparent, however, that it was against, and not for, the State, from the fact of the excess of expenditure over receipts for the quarter, although it will be remembered that the advices by the *Ocean Chief*, given in our Journal of March 14, mentioned that the financial statement then laid before the Legislature showed a surplus revenue of 85,000*l.* for the current year; but this either had reference only to the three quarters then expired, or was an anticipatory return for the 12 months, which the last quarter has not borne out. The total revenue for the year was 2,348,147*l.*; resulting from the customs, to the amount of 1,658,419*l.*; gold, 90,004*l.*; Portland Harbour dues, 19,945; licenses, 164,378*l.*; postage, 64,255*l.*; assessment on stock, 60,108*l.*; fines and forfeitures, 12,633*l.*; fees, 49,539*l.*; land, 836,091*l.*; special funds, 288,425*l.*; special accounts, 66,043*l.*, and miscellaneous, 36,077*l.*

The total revenue for the quarter was 770,029*l.*, which, necessarily, is equivalent to an annual return of 3,080,116*l.*, or an excess of 700,000*l.* over the actual declared receipts for the entire year of 1856. It is good evidence of the rapid manner in which the revenue is augmenting, and of what may be expected at the close of the current year. The expenditure during the same three months amounted to 877,602*l.*, so that there was a deficiency to be provided for by the Legislature of 107,573*l.*

The principal disbursements were—for houses of legislature, 1788*l.*; executive departments, 15,666*l.*; justice, 27,219*l.*; trade and customs, 16,100*l.*; lands, 35,592*l.*; gold fields, 10,255*l.*; post-office, 24,443; ports and harbours, 10,787*l.*; police, 78,882; penal establishments, 28,485*l.*; army and navy, 2194*l.*; public works, 231,010*l.*; stores and transports, 6411*l.*; education, 23,696*l.*; medical, 5424*l.*; immigration, 64,162*l.*

The question of gold production being the all paramount matter in the trade from Victoria, as respects her natural productions, and which, as we know, now amounts to the enormous sum of 12,000,000*l.* sterling annually, it is curious to observe that the income accruing to the Government from the gold yield is only 23,854*l.*; and as the expenditure, as respects the gold fields, was 10,255*l.* for the same period, it necessarily follows that the excess was only 13,599*l.*, or at the rate of 54,396*l.* per annum, being less than a charge of ½ per cent. on the exports of the precious metals.

The expenditure under the head of justice is particularly heavy—at the rate of about 120,000*l.* per annum; and as there is no set-off in this department of the state expenses, it is, of course, a dead weight to the amount mentioned. This is simply for the "administration" of justice: police, penal settlements, and gaols, come under different and special heads. From the Post-office there was a revenue in the quarter of the sum of 24,443*l.*; and, as the expenditure under "postage" is set down at 15,904*l.*, there is, necessarily, a profit accruing to the State from this branch of about 30,000*l.* per annum. Public works and buildings absorb at the rate of very nearly 1,000,000*l.* per annum; and this item is clearly the cause of the receipts being inadequate to meet the expenditure, which exceeds the former by at the rate of about 400,000*l.* per annum; so that if the Executive had been less lavish in their disbursements in respect of public works,—if, in fact, they had confined themselves to what is legitimately the province of the Executive, and had not interfered with private and commercial enterprise, there would now be an excess of receipts over expenditure, and the balance-sheet of the State would be a creditable document, instead of showing a laxity and indiscretion of management of the funds entrusted to the Executive, which in the circumstances of a young state it would be difficult to justify.

Most satisfactory accounts have been received both from Melbourne and Geelong as to the prospects of the GEELONG AND BALLARAT RAILWAY COMPANY. There were two points, and two points only, which presented a difficulty in the successful carrying out of the object for which this association was established, and these two seem to have been phantoms more alarming in the apprehension than in the fact. They were, the supposed opposition which the company would meet with at the hands of the Geelong and Melbourne Railway Company, and the assertion as unquestionable fact by some self-glorified *savants* that the Executive had resolved to take upon itself the construction of the different railways on Government account. Both are equally devoid of truth. In our remarks of last week, we showed that so far from the Legislature sanctioning the interference of the Government in private enterprise, it was only by a miserable majority of one that the Ministers obtained a vote of indemnity for, what is termed, an unjustifiable expenditure of less than half a million on railway account. The Legislature is represented, in fact, as being quite indignant at the conduct of the Government, and the vote of censure, for such was the amendment of Mr. DUFFY, was escaped only in the way mentioned, in a house of 53 out of 60 members; it is, therefore, clear that the vehement assurances of Mr. HARRISON, and his philanthropic caution to the British public, that railways had been taken into the hands of the Executive, were mere visions of the wishes of himself and friends interested in what Mr. WESTGARTH described at the meeting of the Melbourne Chamber of Commerce as a "combination of extravagance and jobbery—a Government proprietorship."

The other point comes out as an excellent pendant to the first, and Mr. HARRISON and Mr. COOKE seem worthy compeers in their continued efforts to pervert truth and to frustrate all efforts, in which they are not personally benefited and identified, for the promotion of the general welfare of their adopted country, and one of, if not the most important of, the colonies of Great Britain. So far from opposition being given by the Geelong and Melbourne Railway Company we find, by the present advices from Victoria, both in letters and the public journals, that a contrary spirit pervades all parties. As soon as the official letters reached the colony from the Geelong and Ballarat Railway Company, a public meeting was summoned, by advertisement, of all interested in the Geelong, Ballarat, and North-Western Railway of Victoria, which was held at the offices of the Geelong and Melbourne Railway, the supposed opponents, and was presided over by Mr. THORNE, the Chairman of both these companies. A report of the proceedings on this occasion was given in the *Geelong Advertiser* of Jan. 13, the meeting having been held the day previous, "to consider some interesting and important intelligence received from London, and to take such steps in the matter as might be deemed necessary." The various articles which appeared in our columns on this important subject were read to the meeting, as well as the letter from the secretary of the Geelong and Ballarat Company; from Mr. MOSSMAN, the London agent of the Geelong, Ballarat, and North-Western Railway; and from Mr. COOKE, the London agent of the Geelong and Melbourne Railway. The Chairman, Mr. Thorne, alluded to these documents, and represented the position of things in a manner so succinct and clear that we cannot do better than quote his own words, rather than furnish any abstract:—

> It appeared that in London a company had been formed, styled the Geelong and Ballarat Railway. That company was started by parties who had no connection with railways in this colony previously. They, in the course of a short time, found that there was an agent of the previous company in London, and they had entered into correspondence with that agent, and expressed a desire that the two companies should be amalgamated. Mr. MOSSMAN, the honorary secretary for the Geelong, Ballarat, and North Western Railway Company, acting for them in London, by letter dated Nov. 11, 1856, stated that the objects of the new company were precisely similar to those of that first started; and he had before pointed out the necessity of the first established company's getting an Act of Incorporation early, in order to forestall the other company. Since that time he had been in communication with the committee of the London company, who had evinced a desire to amalgamate the two companies, for the benefit of both parties, and for the more certain and speedy progress of the railway. Mr. MOSSMAN said he was satisfied on enquiry that the new company was intended to be a *bona fide* one; and as the Geelong Company must look to England for the greater portion of their capital, he suggested that the company established in London would be an excellent means of co-operation, and that the fusion of the two companies would be desirable. The London company had agreed with him (the agreement being subject to the approval of the shareholders of the Geelong Company) that they would pay the preliminary expenses already incurred in the colony and in London by the first established company, and that they would pay the expense of Mr. MOSSMAN's passage to the colony for the purpose of enabling him to ratify the agreement. On the other hand, Mr. COOKE, the London agent of the Geelong and Melbourne Railway Company, dissuaded the colonial shareholders from having anything to do with the London Company.

Some discussion hereupon took place, as to the advisability of surrendering the railway into the hands of the Government, but the majority were quite adverse to such a question being entertained even, and it was subsequently resolved that the meeting should adjourn until the arrival of Mr. MOSSMAN, the Chairman having previously mentioned, in reply to a question by a shareholder, that the expenses incurred in respect of the Geelong, Ballarat, and North-Western Railway amounted to 3800*l.*

From the preceding remarks, it is evident that no feeling adverse to the ratification of the agreement entered into in London by Mr. MOSSMAN exists amongst the general body of shareholders in the colony; while it is equally clear that the powers under which that gentleman acted were valid, but which were inferentially impugned by Mr. HARRISON, in his letter of caution to the British public, published in November.

But what says the Geelong and Melbourne Railway Company, of which Mr. THORNE is likewise chairman—the company which Mr. COOKE represents, and which that gentleman, in the *Times*, openly asserted had determined to make the line from Geelong to Ballarat for themselves—had deposited plans, and claimed the project as a sort of prescriptive right? They say, under date of Jan. 13, in an official letter to the Geelong and Ballarat Railway Company, that "the directors have always been anxious to render every facility to lines of railways in communication with the Geelong and Melbourne Railway, especially any in connection with Ballarat. They deem it proper, however, to inform you that a line from Geelong to Ballarat is now under the consideration of the Legislature. This line is proposed to be made at the expense of the Colonial Treasury, consequently in the event of its being accepted the establishment of any private line to compete with it would be certainly negatived." The letter then goes on to allude to other points, and concludes by saying that "the directors request me to state that should any alteration in the views of the Legislature on the railway policy take place, and private companies be established, this board will consider it their duty to afford them every assistance in their power."

There is, consequently, solid evidence that no opposition is contemplated by the Geelong and Melbourne Railway Company, but, on the contrary, a candid and clear assurance that every assistance will be given to projects for railway extension branching from their line, and especially towards Ballarat. It is the argument we have held throughout. We contended that the proposed railway would be a powerful auxiliary and a lucrative feeder of traffic to the Geelong and Melbourne Railway, and ought to meet with the warm support of that undertaking. The present

advices show we were not wrong in our anticipations; and as the question of Government interference was set at rest by the decision of the assembly a month subsequent to the date of these letters, it seems difficult to determine what can oppose the legislative sanction to the Act of Incorporation of the Geelong and Ballarat Railway Company, which, owing to the amalgamation effected through Mr. MOSSMAN, is the only one applying for an Act, and has the promised support of the Geelong and Melbourne Railway, which is the first portion of the grand trunk railway from Melbourne to the gold districts, and which the proposed line will render complete.

A letter of the same date, Jan. 13, from a private gentleman of high standing in the colony, after alluding to the question of Government interference, remarks that he has "had an opportunity, during the last few weeks, of communicating with many influential people, both at Geelong and Melbourne, and feels warranted in saying that there is a strong feeling against the making of railways by the Government; in addition to which is the fact that the present Ministry holds office upon a very uncertain tenure, and that it is very doubtful whether the present opposition would pursue the same railway policy. In the meantime, if a sound and strong company can be established to take up the line to Ballarat, it will be worth while to ask the Legislature to pass a bill, in which they might reserve such powers of purchasing as would relieve them from any difficulty, in the event of their desiring to take up the undertaking as a Government measure. A powerful London company would meet with every encouragement from the colonists."

The advices quoted being a month antecedent to those in our Journal of last week, it is well to mention that they have been received by the *Royal Charter*, a "long sea voyage" vessel, dispatched before the establishment of the overland route."

THE MINING AND INDUSTRIAL INTERESTS OF CORNWALL.

[FROM OUR CORRESPONDENT IN WEST CORNWALL.]

APRIL 16.—Mining adventurers were glad to see that the standard was firm at the ticketing last week, and the general belief is, that as the smelters have been gradually reducing the price paid for ores for the last two months, no further reduction is now likely to take place. The average standard, indeed, showed an advance last week, as compared with the sale in the preceding one. On April 1 the price of ore copper was 103*l.* 10s.; last week, April 9, it was 105*l.* 7s., an advance on the average of the ores sold of 2s. 5d. per ton of ore. It appears from the returns for the past quarter that the amount of fine copper has fallen off, there being a decrease of 205 tons 12 cwts., as compared with the first three months of 1856, and of 134 tons 9 cwts. as compared with the quarter ending Dec. 31, 1856. This decline in the produce of fine copper is one of the reasons for supposing that there will be no further reduction at present of the copper standard. And should the standard be maintained, the miner may consider that he has still a good remunerative price for his ores, notwithstanding the reduction since Jan. 29. We heard no particular complaint in the spring of last year about the price of copper ore; the complaint last year arose after the end of May, when the smelters so suddenly dropped the price of fine copper 2d. per lb., which, there was some evidence to show, was a trick to serve their own purposes, but which did not succeed to the extent they anticipated. Seeing, then, that there was no great complaint about the copper standard in April last year, let us compare the price given last week with the price in April, 1856:—

	Tons.	Standard.	Produce.	Price per ton.
April 10, 1856	4686	£134 6 7	7	£6 13 6
April 9, 1857	4709	147 4 0	6¾	6 18 6

The above (allowing for the difference in produce) is 13s. 3d. per ton of ore in favour of the sale in 1857; so that it would appear the 4686 tons sold last week, realised 3104*l.* 9s. more than if the same ores had been sold in April, 1856.

As, therefore, the present standard is a very good one, there is no reason, on the part of mining adventurers, to apprehend that there will be a reduction in the profits of mines, provided they keep up their supplies of ore. Scarcely any one supposed that the very high standard attained in January would be continued; and scarcely any one now supposes that we shall again, for many years to come, see such a declension as took place last July. The high standard last January was the wonder of many, even of some of the smelters' own people, who could not, as they said, "make it out." The tide at length turned, but it has not ebbed so far, nor is it likely to, as to cause mining adventurers to apprehend that their profits will be much diminished.

A larger amount of business in shares was expected after the elections; but the unfortunate condition of the money market somewhat mars this prospect; and until money becomes more plentiful, very much business cannot be expected, unless some very decided improvements should occur, and stimulate purchases. Most of the heavy shares have, of late, somewhat declined, with the exception of Wheal Buller, where the improved prospects and state of the mine keep up prices to 350*l.* and 360*l.* South Frances about 325*l.*; Wheal Basset, 265*l.* and 270*l.*; the mine is likely to keep up good samplings. Alfred Consols, 22*l.*; the mine is looking so well that the dividends, in all probability, will further increase. Dolcoath paid, on Monday last, a dividend of 7*l.* for the two months, and the balance in favour of the mine has increased from 915*l.* to 953*l.*, although 400*l.* extra had been charged for machinery. The previous dividend was 6*l.* per share, and the dividends, there is no doubt, will still further increase. The profit on the two months amounted to 1324*l.* 12s. 1d. The engine-shaft is sinking below the 242; the principal course of tin is in the 242, on the north part of the main lode; in the eastern end the lode is worth 100*l.* per fm., and in the western end 80*l.* per fm. This celebrated old mine will continue for many years to be one of the most productive in Cornwall; but the produce is now chiefly tin, whereas it was formerly chiefly copper. At Rosewarne United account, on Monday, a dividend of 1*l.* per share was declared. There are some important and very promising points to be proved in this mine, and the shareholders may be pretty certain that their property will improve. Shares have changed hands in West Stray Park at 7*l.* 10s. Wheal Margaret shares are firmly held; there is a capital lode in the 70, and the mine is likely to be a lasting and profitable one. East Margaret is also looking well. Wheal Margery has improved since the last meeting. At Great South Tolgus, there is a good lode at the bottom of the new shaft. Great Wheal Alfred, according to present appearances, only requires some time for further development to make an excellent mine. At North Frances, there are still indications of a good mine in depth, and the lode at the bottom of Eales's shaft is reported worth 40*l.* per fm. At Great Wheal Busy, the works are making fast progress, and the miners are taking away a good deal of ore. At Wheal Kitty (St. Agnes), there is a fine lode of tin at the bottom of the engine-shaft, worth from 40*l.* to 50*l.* per fm. Wheal Ellen has improved since the last account. At South Wheal Ellen, in the 10 west (40 fms. from surface) the lode is yielding stones of lead and copper ore, with indications of being near a course of ore. East Falmouth is doing exceedingly well for so young a mine, and is looked upon with favour by many. At Condurrow, besides the copper ground, there is a capital course of tin on Roberts's lode. At Cargoll meeting, a call of 25s. per original share was made, and the shares were subdivided; the mine is looking well. It is said that at East Wheal Rose tutwork operations are suspended, but it is hoped the adventurers will give the lodes a further trial.

The RATING OF MINES measure, has been often referred to in the columns of the *Mining Journal*, and the miners have been counselled to oppose any such measure to the utmost, as tending to the discouragement of mining enterprise. But, unfortunately, mining adventurers are not accustomed to united action. We see this constantly in the case of the smelting business; and, consequently, the smelters deal with the miners just as they please, and as suits the interests of their own pockets. The same want of united action has been manifested—at least, to a considerable extent—in regard to the rating of mines measure. There was a strong feeling shown by individuals during the canvassing for the elections, against the rating; but there was no united demonstration against it by any number of mining adventurers; and, consequently, the gentlemen who have been returned for the county of Cornwall, have reiterated their views on the subject, only slightly modified from those we have heard them express on former occasions. I will sum up, briefly, what they said at the county elections. To begin with Mr. Kendall, who was appointed chairman of the committee of the House of Commons, to hear evidence and report on the rating of mines. Mr. Kendall is reported to have said:—"That mining property ought to be rated, that it is due to all parties concerned, I for one, never can give up; and if I have health and strength, as you have again returned me to Parliament, I shall go back to the point I started from, and work, and work, and work, until I get that which I believe will be a rightful bill for the interests of all concerned." Now it appears from this, that Mr. Kendall is not at all disposed to give up his project for rating mines; although it does appear, from another part of his speech, that his views on the subject are somewhat modified. He tells us that Mr. Spooner, early in the enquiry before the committee, asked whether they had considered the "corpus" question, which was this:—"whether it is fair to rate a mine, out of which you take a part of the foe every day of the week, and which can never be replaced, in the same way as you would rate an estate which each year reproduces its crops." Mr. Kendall says, he thinks there is very much in that question which ought to be considered, and if the Rating of Mines Bill comes before Parliament again, it will be in a modified form, in consideration of that question submitted by Mr. Spooner.

From this we may gather that Mr. Kendall is not now in favour of rating mines to the same extent as estates are rated—namely, on the amounts paid to landlords; but that he would have mines rated in some less proportion, "in consideration of the question submitted by Mr. Spooner." And elsewhere in his speech Mr. Kendall states he is opposed to the rating of profits; that he desires the payment—supposing dues are rated—should fall upon the lord; and that, if possible, the lord should be placed on the rate-book, and not the adventurers.

Mr. Robartes, the other Member for East Cornwall, a gentleman highly respected, is equally opposed to rating the profits of adventurers. He would put the lord on the rate-book, and make him pay the rates on the dues he receives. And he further says:—"I should strongly advise that in any bill introduced—should one be hereafter introduced—that either the bill be made prospective, and not applicable to existing setts, or that there should be a clause in the bill empowering adventurers to deduct the rates from the dues paid to the lord during the continuance of existing setts."

The Members for West Cornwall also stated their views on the subject. Mr. Richard Davy considered that the lords' dues ought to be rated. He would oppose any measure for rating the profits, but would labour to bring back the state of things which existed before the decision in Mr. Tremaynes's case—namely, that all dues be rated towards the support of the poor in the parishes in which the mines are situated. Finally, we have Mr. Michael Williams's ideas on the subject. He says:—"I would support any measure to rate the lords of mines on their dues, but I would not rate profits. The lord should be rated directly to the extent of his dues, and he should pay the rate. But I must tell you at once that I do not believe any such bill will ever pass the House of Commons, unless it is brought in by the Government, and I do not believe the Government are disposed to do it."

The above is the substance of what has been said on the subject by the Cornwall countym embers; and I am very much afraid, looking at the want of unity among the miners, that the mines will eventually be saddled with poor-rates, although, perhaps, the subject may be staved off for a year or two. Indeed, if Mr. Michael Williams's view be a correct one, we are not likely soon to have this unjust impost; because the Government, in all probability, will have enough upon their hands without interfering with the rating of mines. But should a bill for the purpose be again introduced, Mr. Spooner's "corpus" question, which has modified Mr. Kendall's views, will no doubt have some weight towards rendering the rating of little comparative injury to the mining interest. Still the matter should be "fought off" as long as possible; for the danger is, that should even a small rating be imposed upon the lords' royalties, and the lords be made to pay it, it will become the custom with those gentlemen where they now ask 1-18th dues to ask 1-15th in future, and where they now demand 1-15th to demand in future 1-12th. The lords of Cornish mining soils are at present accustomed to act liberally, and it would be greatly injurious to mining enterprise if a fashion arose amongst them of demanding more dues than they do now.

THE IRON AND COAL TRADES OF STAFFORDSHIRE.

[FROM OUR CORRESPONDENT IN WOLVERHAMPTON.]

APRIL 17.—The high price which money has stood at for a long period, and the tendency for the rate of interest to rise still higher, operate as a check upon commercial activity. Speculation under these circumstances is kept within the narrowest limits, orders are restricted to present requirements, as from the banker to the retail tradesman, all transactions are confined within the narrowest possible compass. Hence trade in this district continues steady, prices are firm, and the works generally in full operation, but there is no flush of orders. Things are quiet, but healthy, and if there is an absence of that briskness which sometimes prevails, there is a soundness and safety about the trade which gives promise of permanence. For bars the orders are considerable, and generally the works are fully employed in this branch of the manufacture, but the demand for plates and hoops is less active.

The chief houses have purchased their pig-iron at £4 2s. 6d., this being a superior quality of best blast mine pigs. Parties buying smaller quantities, had to give rather more or take inferior article. The make of pigs which was some time ago in excess, is now not greater than the demand, parties who usually supply themselves have to purchase, and additional furnaces are about to be put in blast. Ironstone keeps up, blue flats selling on an average at 17s. 6d., and calcined mine from North Staffordshire fetching on the spot 19s. to 19s. 6d.

There are a good many orders from the Continent, and a fair home demand subject to that principle of restriction to present wants, which is the necessary result of a deficient supply of available capital. It was anticipated that the reductions in the American tariff, which are to take effect in July, might temporarily check the demand from that side, as buyers would be desirous of postponing their importations until the reduced scale of duties takes effect, but so low are the stocks of iron in America, that this has not extensively operated. The consumers have for some time been only ordering for present wants, and these they must continue to supply. The period of delivery of some few American orders, however, in this district has been extended, so as to secure the benefit of the new scale of duties.

The general manufactures of the district, the saddlery trades of Walsall, locks, bolts, &c., at Willenhall, the hollow ware trades of West Bromwich, and the tin and japan trades, and the various branches of hardware manufacture carried on in this town present the same features. Generally the makers are fairly employed, but there is no stock of orders on hand, and a degree of languor prevails. The influence of the prevalent high rates of interest is strengthened in these trades by the high prices of metals, and in Walsall, saddlery goods by the excessive advance in leather, which the recent prohibition of cattle and hides, in anticipation of the spread of murrain amongst the cattle of this country is calculated rather to advance still further.

Another boiler explosion took place on Saturday last, at the Seabrook ironworks of the Messrs. Bagnall. Two woman were killed, one fearfully mangled on the spot, the other dying directly afterwards. As yet the origin of the explosion is involved in complete mystery. The boiler which was one of three connected together was new, having only been made three years ago, and the evidence hitherto given at the inquest is clearly to the effect that it was at the time of the explosion well supplied with water. There are two 5-in. safety valves on each boiler, and a float-gauge to whistle. The boiler was heated by a fire beneath it, and not by a furnace as is often the case at ironworks, and which, by taking the regulation of the fire out of the hands of the engineer, is likely to lead to accidents. The only circumstances which at all suggest a clue to the cause of the accident are, that the boiler was repaired a little time ago and leaked slightly, and that the engine was standing at the time of the explosion. Both these circumstances, however far they may be connected with explosions, attend the great majority of boiler explosions which occur. It is extremely desirable in these cases, that a gentleman of practical and scientific skill should investigate all accidents of this nature, the causes of which at present appear to elude research. The enquiry is again adjourned until this afternoon, to hear the evidence of a competent witness, as to the cause of the explosion if that can be ascertained.

On Wednesday, Mr. Lionel Brough, Inspector of Mines in this district, laid five informations against Mr. Francis Hill Bayley, of Dibdal, near Dudley, for having five unfenced shafts in his coal field, which it appears is open to the road, and which have been complained of by those who reside in the neighbourhood. He was fined 5*l.* in each of the two cases, and on promising to cover the shafts, 1*l.* in each of the other three, making with costs 21*l.* 15s. 6d.

It is gratifying to add to this record of the material progress of this district, that during the present week the foundation-stones of two new churches have been laid, in places where dense populations are collected, at a distance from any place of worship connected with the Established Church. The one is at Greet's Green, in the parish of West Bromwich, the first stone of which was laid by the Hon. Lady Frances Legge, sister to the Earl of Dartmouth, who was present; and the other at a rapidly increasing place, called the Pleck, near Walsall, where recently mining operations have been extended and where the Countess of Bradford performed the same ceremony. These erections carry in their train both spiritual and educational agencies—a resident clergyman and teachers—and are in themselves, at once a proof and a means of the growth of that regard, by the wealthy and the educated, for the working classes of society to which we must look for the means of elevating the great mass of the population in the social scale, for banishing ignorance and vice, and for cultivating a common feeling of sympathy between all classes of the community.

The *Birmingham Journal* gives the following particulars from a Custom-house Return, which shows, in a series of tables, the state of the iron and hardware trades during the last two years. The imports and exports of foreign iron and steel were as follows:—

	1855—Imports.	Exports.	1856—Imports.	Exports.
Iron ore ..... Tons	10,505	—	374	—
Chromate of iron	527	—	1,104	—
Pig-iron	1,773	95	1,867	30
Bar-iron	37,407	3,174	51,935	6,645
Iron wire	1	—	59	—
Rough castings	3	—	77	—
Bloom	540	—	1,424	—
Rod iron	77	—	84	20
Old iron	1,431	60	1,490	1
Iron hoop	10	1	27	—
Cast-iron	1	—	11	—
Steel, unwrought	997	1,185	1,599	1,297
Ditto, scrap	231	—	221	—
Iron manufactures, coated with copper by galvanism	1¼	—	5	—
Machinery, wrought castings, &c.	516¼	3,736	12,144	3,831
Fancy articles	8	1	108	—

As regards the sources of supply, nearly all the ore came in 1855 from Italy, and last year from the United States; the chromate from the United States in 1855, and last year from Russia; the pig-iron from Canada; the bar-iron and unwrought steel from Sweden; the bloom from that country and Norway; and the machinery, tools, &c., from Belgium and the United States. The statistics of the British export iron trade are thus given:—

	1856.	1857.
Pig-iron ..... Tons	291,776	Tons 357,326
Bar ditto	519,846	673,077
Rod ditto	21,146	28,796
Cast ditto	70,138	72,394
Iron wire	5,923	9,190
Wrought iron—grapnels, anchors, &c.	24,042	28,146
Wrought-iron hoops	33,264	38,659
Ditto nails	7,605	11,281
Ditto, other sorts, except ordnance	82,175	172,204
Old iron	20,099	25,969
Unwrought steel	16,693	21,858
Total	1,092,735	1,438,900

Every branch of the iron trade, it will be seen, has experienced a considerable increase. France, Holland, and the United States, were the greatest consumers of pig-iron; while the largest consumption of bar-iron was in the United States and India.

REPORT FROM YORKSHIRE, DERBYSHIRE, AND LANCASHIRE.

[FROM OUR CORRESPONDENT IN CHESTERFIELD.]

APRIL 17.—The principal feature in connection with the late quarterly meetings of the ironmasters, has been the continued activity of the trade for export, in the face of an increased and increasing stringency in the money market, which circumstances would hardly seem to justify. The accounts we have received from the district, described the trade as healthy and sound, but fears are entertained that the high price of money will sooner or later affect the price of iron. The houses in Yorkshire and Derbyshire are well employed, and we learn that the demand for machinery in Manchester, for agricultural purposes, is on the increase.

The Coal Trade is very slack, and prices are somewhat irregular.

The operations at Lund Hill colliery have progressed rapidly since our last communication. On Friday evening, the first body which floated on the water was recovered. The chair which had got under one of the archways, was, after considerable difficulty, brought in the centre of the pit on Monday. A large quantity of timber was also brought up. The operations for getting out the water were suspended on Wednesday, and advantage was taken of the circumstance to get out the debris whilst the conductors were being repaired. It is feared that as the water in the pit was being lowered the bodies would float to the bottom of the shaft before the preparations necessary for securing them would be ready, but in order to prevent this, the bottom of the shaft has been timbered, to allow of the flow of water, but to keep back the bodies. Mr. John Hanson, of Huddersfield, has suggested a remedy for preventing explosions in mines, by exhausting or pumping out of the mine carburetted hydrogen as fast as it entered, and not allow it to accumulate. He thinks the expense would not be more than the present method of bratticing, trap-doors and trappers, and the coals for the cupola would make steam for the engine.

On Saturday, an explosion of fire-damp occurred at one of the coal pits of Mr. Jonathan Jowett, of Bredbury, Stockport, by which three persons were killed and five injured. It is said, that one of the miners took off the top of his safety lamp, and the gas became ignited.

The late heavy fall of rain has somewhat impeded the operations in the North Derbyshire Company's Mine; the water, however, without any pumping had sunk at the rate of two yards in 24 hours.

A meeting of the projectors of the Stonyway mines, was held on Wednesday, at Chesterfield, when Mr. Walker, the original proprietor, consented to forego any claim for the goodwill of the mine, the projectors paying him for the labour and materials necessary to develope it, up to the period when the mine was placed in the hands of the company.

Another mine called the Dale Head Sett, has been offered to the public in shares, but we have not heard how the project has been received.

The high price of money has caused some depression in the mining market, and the transactions in shares have been dull throughout the week.

STOCK, MINING, AND RAILWAY SHARES IN IRELAND.

[FROM OUR CORRESPONDENT IN DUBLIN.]

APRIL 16.—The great pressure in the money market, and the high rates, have kept down the prices of Government stocks and other securities, and business during the week was comparatively inactive. The funds to-day were slightly firmer, but it is not believed that any permanent change for the better will take place soon, as it is expected that high rates will prevail for some time. The following are the latest quotations, as usual:—Consols, 92¼; New 3 per Cent., 92; Hibernian Bank, 31¾; National Bank, 33⅜; Royal Bank, 22; Grand Canal Company, 37½; Mining Company of Ireland, 16; Belfast and Ballymena Railway, 52; Cork and Brandon, 10½; Cork and Passage, 12; Dublin and Wicklow, 6¼; Irish South Eastern, 7⅜; Midland Great Western, 49¾.

The General Mining Company for Ireland special general meeting was held on Saturday, to consider certain alterations sought to be made in the constitution of the company, and to which I called attention in a former letter. The attendance was very poor; and although opposition was given to the proposition allowing the directors to issue at any time, and in any quantity they may think proper, 1552 shares which have been created by this meeting, it was subsequently withdrawn, until the question is again brought forward for the sanction of the half-yearly general meeting, in June next, when a better attendance may be expected, and when it is hoped the shareholders will be sufficiently alive to their own interests as not to allow the issue, at least under par, of those shares, which, if done, would have the effect of "creating a permanent mortgage," as one of the proprietors expressed it. The directors seemed quite astonished that any opposition should be offered to their well-matured plans, and considered that such a course was tantamount to a want of confidence in themselves personally; as they had no intention whatever, they said, of issuing those shares under par, though they would not word their resolution so, but they undertook not to issue them till after the general meeting in June.

Now, although there are on the General Mining Company board at present as respectable, upright, and honourable men as can be found probably on any board of direction in the kingdom, still it is a farce to suppose that their judgment can be infallible, and that all their propositions should be accepted without hesitation; and the directors are also wrong

in supposing that opposition to measures affecting the very constitution of the company implies a want of confidence in themselves personally, because, although the present directors might not, and I am sure they would not, abuse any confidence that might be placed in them, still there is no guarantee that those who may come after them in the board of direction will be equally entitled to confidence; and it is, therefore, for the proprietary at their next meeting to withhold their sanction from a proposition which will give to any board of directors the power of issuing 1552 shares at any time, or under any circumstances they may think proper; and if leave be given for their issue, it should only be done within clearly defined limits.

I have lately seen some flags and slates taken from a quarry on the south side of Bantry Bay. The flags are very fine indeed, and are most admirably adapted for street pavements, &c., while the cleavage of the slates is very good, and they almost equal the best Bangor as roofing slates. The quarry is easily worked, and is almost at the water's edge, thus affording a great facility for transport.

INDUSTRIAL PROGRESS ON THE CONTINENT.

[FROM OUR PARIS CORRESPONDENT.]

APRIL 16.—The idea of obtaining an increased price for their goods has again seized upon the minds of some of our principal ironmasters—or rather, suppressed last month, it has now sprung up anew with fresh vigour and persistence. Any rise here in the quotations of French iron cannot fail to augment the sale of English iron; but it would not be fair, while looking at the interests of rival masters, to forget the interests of the consumers, on whom the rise will fall in the shape of positive loss. Up to the present time there has been no actual change, the dread of extensive importations from your side of the Channel operating as a useful check. Forge pigs are still quoted from 165 to 170 frs. the ton—that is to say, 165 frs. for orders above 100 tons, and 167·50 to 170 frs. for orders of smaller amounts. Forge iron maintains its position at slightly advanced rates—370 frs.—which has somewhat reduced the number of orders for the article. Compared with rolls, that are quoted at 340 frs., the former appears too dear, and many would-be buyers are holding off. Although the difference in price may appear at first sight small it is in reality considerable, for the forge masters deliver their goods only at the stations nearest to the works, while the proprietors of rolling-mills deliver their wares at any of the stations, as well as the termini of the Paris, Strasburg, and Mulhausen Railway. The cost of carriage has, therefore, to be added to the difference in prime cost—namely, 30 frs., which makes the actual price of forge relatively enormously high in comparison to rolls, and drives many intending purchasers out of the field. A report is current among the Champagne masters that the directors of the Eastern Railways have submitted to the consideration of the Minister of Agriculture, Commerce, and Public Works, propositions for the modification of their scale of charges, especially in relation to iron, which would operate to the prejudice of the ironmasters. A deputation has been named, selected from the Chamber of Commerce of St. Dezier, and from among the ironmasters, to confer with the railway directors in order to conciliate the interests of all parties. In Paris a very satisfactory degree of activity is apparent, although it might be expected that the rumours of a rise, also current here, would have produced quite a contrary result. Charcoal rolls are quoted at 340 frs.; coke rolls at from 300 to 320 frs., according to the brands; and forge iron at from 400 to 410 frs.; nail iron stands at 52 frs., No. 20; 57 frs., No. 18; and 63 frs., No. 16. Copper is quoted, the 100 kilos., Demidoff, 350 frs.; Pashoff, 365 frs.; English, 340 to 350 frs.; Chili, 310 to 320 frs.; Corocoro, 315 to 320 frs.; sheets (red copper), 375 frs.; ditto (yellow), 330 frs. Tin, English, 390 to 392·50 frs.; Banca, 402·50 to 407·50 frs. Lead, Spanish, 70 frs.; French, 68 frs.; sheets, 78 frs.; at Marseilles the prices are 53·50 frs., and at Havre, 60 frs. Zinc, Silesian, 78 to 79 frs.; Vieille Montagne, 95 frs.; sheets, 100 frs.

ARTIFICIAL PRECIOUS STONES.—A paper has been recently communicated by Mons. M. A. Gaudin, to the Académie des Sciences, upon this most interesting subject, in which he states that during the last twenty years he has directed his attention to the production of precious stones, but more particularly to rubies, and that he had succeeded, by melting in a carbon crucible, with an oxy-hydrogen gas blowpipe, alum mixed with 5·001 of chromate of potass, globules which possessed the colour, hardness, and composition of rubies, but which failed to have the necessary degree of transparency, in consequence of a certain amount of crystallisation that rendered them unserviceable for jewellery. Ten years later, Ebelmann, the celebrated chemist, and Director of Sevres, obtained artificial precious stones of various colours, in the form of clear crystals, but in such concretions as to render it impossible for the trade to make any use of them. These crystals were obtained by heating a mixture of boric acid and a colouring oxide, contained in platina capsules, and placed in a porcelain kiln. The boric acid was slowly evaporated, and small crystals deposited on the sides of the capsules. A few years after, Mons. de Sénarmont obtained crystals of alumina and of silica, by exposing closed glass tubes, containing water and hydrates of alumina and silica, to a temperature of 180° centigrade. The heat drove off the water from these earths, and converted them into insulated, anhydrous, and microscopical crystals, of rare beauty, and quite perfect. The latter experiments of M. Gaudin have been more successful, for he obtained in a quarter of an hour, with a common forge fire, thousands of crystals, the size of which is proportionate to the volume and duration of the fire. For this purpose he employed a crucible lined with carbon (smoke black), and half-filled with equal parts of alum and sulphate of potass, which had been previously calcined to red heat, and reduced to powder. The rest of the crucible was filled up with smoke black, the cover put on, carefully luted down with fire-clay. The crucible is then dried, and submitted to a white heat for about a quarter of an hour, when it is not more than 4 centimetres in diameter. If the heat has been sufficient there will be found in breaking the crucible a small black concretion—sulphuret of potassium—covered with brilliant points—crystals of alumina. If this mass be placed in a capsule filled with acidulated water, and submitted to heat, the sulphuret will be dissolved out with effervescence, leaving at bottom white sapphires, that at first sight appear like diamond powder. Under the microscope each grain appeared to be a crystal of marvellous limpidity. Although colouring bodies had been introduced the sapphires remained quite colourless, but towards the end of the experiment small coloured crystals were deposited on the colourless crystals, and on one of the facets of a sapphire were found 300 small rubies. The crystals were tested by M. Gindreaux, to ascertain their degree of hardness, which was found to be greater than that of natural rubies, and may, therefore, be advantageously employed in watch-making. Rubies thus obtained, two millmetres in diameter, and one millmetre thick, are estimated at 3½d. each. A quart measure would contain 200,000 rubies, each of a value of 2000*l.*, which may be produced at one operation, in a furnace with only 20 crucibles at work.

THE NEW PROCESS OF IRON MANUFACTURE.—The interest that has been created in iron-producing countries—more especially with you—by the rumours of wonderful revolutions in modes of manufacture that have been foretold would occur from the adoption of this or that patented invention will be sufficient excuse for submitting to the notice of your readers a condensed account of a report made recently to the Société des Ingénieurs Civils, by Messieurs Barrault and Piquet. These gentlemen were named by the society to examine and report upon three inventions, in particular, those of Uchatius, Bessemer, and of Tessié du Motay and Fontaine, and, strangely enough, due respectively to Germany, England, and France. With respect to the first process, it is briefly stated to consist in rapidly transforming cast-iron into steel, by mixing the cast-iron, after granulation, with spathose iron or manganese, or with any other substance containing oxygen, and capable of giving it off under heat to reduce the carbon of the cast-iron. The report stated, that although the trials made on the Northern Railway works appeared to give an economy, nevertheless the specimens submitted to examination did by no means realise the anticipations that existed for the process, consisting in the employment of certain compounds to eliminate the carbon from the iron, and depending on equal action obtained on every portion of the cast-iron by minute subdivision, a most careful and sustained alteration—the greatest delicacy and nicety in manipulation will be required to proportion the mixture to the quality of the cast-iron—in fact, it has been shown by repeated trials that the steel produced is not always of the quality intended.

Your readers are too familiar with Bessemer's process to need any account of it here, but the report stated that the president of the société having wished to obtain detailed information of the trials that had taken place in England, it was to be regretted that these trials had not the character of sufficient and complete proofs of success. Mr. Bessemer would only operate on certain minerals, and under certain conditions. The products obtained were far from possessing the degree of homogeneity that was requisite. According to the report of competent men, who for several days witnessed the experiments, Mr. Bessemer succeeded in producing very inferior iron only—a heterogeneous mixture of pig, steel, and cast-iron, which, under the hammer, cracked and blistered. Mr. Bessemer has hitherto directed his attention to the manufacture of iron, which he has not yet been able to produce of good quality, whereas his process, in the opinion of the reporters, might be more rationally and successfully applied to the production of steel of a tolerable fair quality. Your readers who are acquainted with the average character of French steel, may be able to form an idea of what this tolerable fair steel would be. The notice of Monsieurs Tessié du Motay and Fontaine's invention I will send you next week, as it may probably be new to the majority of your readers, and as the amount of merit claimed for it here is something extraordinary, it would be desirable to devote more space to an examination of the process than you could afford me in your forthcoming issue.

Mr. Thomas Allan, whose electro-magnetic engine you described some time since, has been over here, and, under the auspices of the Emperor, has had a commission appointed to test his invention. His engines are now at work, and it is said they will be applied to locomotives. Mr. Allan has patented plans for making submarine cables, weighing but 8 cwts. instead of 6 or 8 tons per mile, and costing 70*l.* instead of from 300*l.* to 500*l.* It is intended to convey messages to all parts of the kingdom at one uniform rate of 1s. per message, or 1d. per word, irrespective of distance. The ocean lines are at the outset to be confined to laying a cable from the Land's End to Flores in the Azores, and thence to Halifax, making the deep-sea stretch, it is alleged, about 400 miles shorter than the route between Newfoundland and Ireland, and avoiding the land lines, which are expensive to maintain, and therefore create an extra charge on messages between the two termini.

A great question is at issue in the Belgian mineral district, relative to the free export of oligist ore or mineral, which is permitted from the frontier mineral districts into France. The export of these substances, which, it appears, envelope the whole carboniferous regions and basins in the Meuse and Sambre, is declared by the protectionists and forge-masters to be prejudicial to their interests. Nevertheless, it is proved to a demonstration that free export, in lieu of augmenting, has been accompanied by diminution of, prices, to the amount of 5d. per ton—that is, the price has fallen from 14 5 to 14. But, say the protectionists, the results are not less prejudicial, for the French have established large ironworks near the frontier, and, being enabled to purchase wood and procure hands cheaper than we can, they return our oligist in a manufactured state; and, notwithstanding existing tariffs, are enabled to compete with, if not to undersell, us in our own market. The system of the protectionists here is to favour themselves at the expense of consumers and the general interests.

The most cursory glance at the monthly return of the export of metals, will prove that the mining for and manufacture of lead contributes in no inconsiderable degree to the wealth of the United Kingdom, and we may therefore presume that peculiar interest will attach to an account of what has been done towards improving the mode of converting the ore into a marketable commodity. Mr. H. Laudrin, a French civil and mining engineer of great repute, has published an elaborate treatise upon the nature, exploration, and metallurgy of lead, entitled, *Du Plomb, de son état dans la Nature, de son Exploitation, de sa Metallurgie, et de son Emploi dans les Arts*,* which cannot fail to be of much utility to all connected with the lead trade. The work must not be regarded as a mere compilation, being principally original, and the result of long practical experience. After a short introduction, in which a history of the metal is given, the author treats of lead as an article of commerce, and of the mode of raising and manufacture, and then gives a long account of the chief mines in the entire world. Referring to France, he remarks that the mineral industry of that country is very little developed, for although there are a large number of deposits of lead there are but seven mines in operation, which produce only 220 tons of lead, 455 tons of litharge, 3 tons of silver, and 250 tons of ore which is sold as black lead (alquifoux). The most important working is that of Poullaouen and Huelgoët; then comes that of Pontgibaud, which is well known to the English mine adventurers; it contains nine lodes, and was worked quite as early as Poullaouen, although the last workings commenced in 1825; the ore is an argentiferous galena, of which they extract 7800 tons annually, which gives 1077 tons in dressed ore, and 980 tons in schlick. The smelting works consists of 4 stamps, 15 riddles, 14 tables, 3 reverberatory furnaces, 3 low blast furnaces, 1 cupola, and 1 Scotch furnace for the treatment of the litharge. These works are set in motion by 21 hydraulic machines = 188 horse-power, and a steam-engine of 12 horse-power for drawing. The quantity of produce sold was 18 tons of lead, rather more than a ton of fine silver, and 108 tons of litharge. The establishment of Vialas comes next, yielding 81 tons of lead, 20 tons of litharge, and 12 cwts. of fine silver. The Pont Pean Mine is working upon a vein which is known for a run of 1¾ mile; the works have reached a depth of 78 fms. This mine was discovered in 1725, by some potters, who were raising ore to use instead of alquifoux. The galena associated with blende and clayey gangues holds about 6 per mille of silver, but impoverishes as it descends. They obtain about 244 tons of dressed ore, which is sold in England, at Poullaouen, and elsewhere, realising about 1400*l.* The other mines working are those of Allenc, Lacoste, and Bagneres de Luchon, but their produce is insignificant. Passing the unexplored mines of France, which are fully treated of, we find those of Spain, Germany, England, Ireland, Africa, Asia, and America. The author, who, it appears, has resided in Spain, then enters very minutely into the mode of manufacture in that country, and concludes with chapters upon the chemistry and the several alloys of which lead forms part.

* Paris: Firmin Didot, Frères, Fils, et Cie., 56, Rue Jacob.

WEEKLY LIST OF NEW PATENTS.

GRANTS OF PROVISIONAL PROTECTION FOR SIX MONTHS.—E. MUCKLOW, Bury: Manufacture of alizarine.—T. YARROW, Abroath: Locomotive steam-engines.—R. TALBOT, Moxley: Furnaces, and in the manufacture of iron.—C. ILES, Birmingham: Bolts for doors.—B. H. PAUL, Torrington-street, Torrington-square: Preservation of stone, either natural or artificial, also of cements and other similar compositions.—J. OLIVER, Bow-lane, Poplar: Apparatus for manufacturing and conveying sulphuric acid.—H. A. HOLDEN, Birmingham: Carriage lamps and general carriage and harness furniture and fittings.—E. MAW, Yorkshire: Points of railway crossings.—S. BARKER, Birmingham: Manufacture of steel.—D. JOY, Leeds: Steam-engines.—T. CRADDOCK, Tachbrook-street, Pimlico: Steam-engine and steam-boiler.—F. M. BAUDOUIN, Paris: Wires or conductors of electric telegraphs, and in the machinery for the manufacture thereof.—J. BOURNE, Billiter-street: Generation and application of motive power.—A. LECLERCQ, Trith St. Leger, France: Sleepers on railways.—E. TESTELIN, Ghent: System for the application of electricity as motive power.—J. HANSOR, Barnes: Apparatus for consuming gas.—G. T. BOUSFIELD, Brixton: Treating India rubber and gutta percha in order to render the same impermeable to illuminating and other gases.

SMELTING ORES.—Mr. J. L. Tabberner, Lorn-road, North Brixton, has patented an invention which consists in a new and peculiar construction of furnace, for more expeditiously smelting ores than those hitherto employed, and for improving the condition or character of the metal of the ores when reduced to a molten state, by the use and employment of said furnace, in conjunction therewith, the application of blast, either hot or cold. The principal features in this invention consist in directing the blast to the body or belly of the furnace, as well as to the hearth thereof, for the purpose of fusing or smelting the entire mass of ore in the furnace simultaneously, or nearly so. This may be effected by constructing the boshes of the hearth of the furnace of a pyramidical or conical form, with innumerable holes through the same for preventing the furnace from choking, it being proposed by this invention to crush the ores into particles to enable the metallic portion thereof to be more readily acted upon by the heat than when the furnace is charged with large lumps or cobs, as hitherto practised in smelting furnaces. Into the belly of the furnace tuyere pipes are built, for the admission of the blast thereinto; said pipes being in connection with vertical and horizontal main pipes, fitted with slides or dampers for regulating the quantity of blast admitted to any particular part of the furnace. The lower part of the vertical blast pipes pass through small furnaces, in which fires are kindled when hot blast is required, the heat wherefrom passes up and along flues, in which the vertical and horizontal main pipes are placed for heating the air as it passes through and along the same. The mode hitherto generally practised in smelting furnaces has been to direct blast into the hearth only thereof, thereby requiring several hours to smelt or fuse the contents of a large furnace. The object and intention of this invention is, to dispense with the necessity for employing one or more large furnaces, and to use in lieu thereof several small furnaces, the combined capacities whereof are equal to that of one or more large furnaces, and to cause these small furnaces to discharge their contents at short intervals of time into one large reservoir, from which the molten metal may be drawn for casting iron.

BLAST-FURNACES.—Mr. F. Levick, jun., Cwm Celyn and Blaina Ironworks, has patented some improvements in the construction and working of blast-furnaces for the smelting or making of iron. In constructing blast-furnaces according to this invention, enlarge the proportions of the furnace so as considerably to increase its internal capacity, and form the hearth of such a figure as will admit of the insertion of a greater number of tuyeres than have heretofore been employed; these set radially around the hearth, and also shape the hearth so as to increase the surface of the fused metal to the greatest available extent. Arrange the tuyeres in two tiers, the lower line being intended to inject the air into the fluid metal and assist or effect its decarbonisation, while the upper tuyeres are employed for the smelting operation, which is proceeding at a higher level in the furnace. The inventor also proposes to supply air to blast-furnaces at a much greater pressure than heretofore, and in some cases to use two different pressures for the two tiers of tuyeres. By these means the smelting and making of iron will be expeditied, and a great economy of fuel will, at the same time, be effected. When using two pressures of air, the two sets of tuyeres may be arranged on the same level if thought desirable.

BLAST-FURNACES.—Mr. E. H. C. Monckton, of the Bengal Civil Service, has patented some improvements in blast-furnaces for smelting ores, which relate to an improved method of introducing and diffusing air or gases under pressure, in greater quantities than hitherto, into the body of blast-furnaces for smelting ores, and consists in causing the sides of the said furnaces to be fitted or surrounded with a series of air or gas tubes or channels, for the purpose of causing the blast to converge from all sides upwards and downwards; the orifices of the said tubes above the melted metal are to be of larger dimensions than those in the lower portion below the surface of the metal, the said tubes being so arranged as to admit of the blast being simultaneously introduced and diffused into the body of the furnace, and, consequently, more equally distributed than by the method at present in use, a more rapid circulation of air or gas and fusion of the ore being thereby produced. The upper air or gas tubes, with enlarged or extended orifices, being made to slant in a downward direction, cause the flame to reverberate upon the mass below, and thus concentrate and economise the heat, the pressure of the blast being increased or diminished at pleasure.

PREPARATION OF FOUNDERS' CHARCOAL, COAL DUST, LOAM, &c.—Mr. Ambrose Archer, Old Swan, near Liverpool, has patented some improvements in the manufacture, or preparing for use, founders' charcoal blacking, coal dust, loam, and facing sand, which consist in the use or application of a pair (or pairs) of millstones and a dressing cylinder (or cylinders), like those in ordinary use for grinding and dressing wheat, to the grinding and sifting of charcoal, coal, loam, and facing sand, for the use of foundries.

COKE.—Mr. L. S. Magnus, Adelaide Chambers, has patented some improvements in the manufacture of coke—(A communication). The object is to produce a description of coke heavier and harder than that now in use, and possessing superior heating power. To attain this object, mix pulverised coals of different varieties in such proportions that there may be a much less quantity of the useful elements of the fuel dissipated in the process of coking than is necessarily consequent upon the ordinary practice, in which bituminous coal is alone employed. When the hydrogen, which enters so largely into the composition of the bituminious varieties of coal, is expelled by the heat in the process of coking, it carries off a portion of the carbon in the varying proportions of the different hydrocarbons and leaves the residue, presenting the well-known porous or cellular appearance of ordinary coke; but in the process constituting this invention the coals are prepared for the ordinary process of coking by crushing or grinding, and are then mixed together in the proportion of about two-thirds bituminous coal and about one-third of steam, anthracite, or other dry coal of which the carbon is the preponderating element. In the above proportion, which experience has proved to give the best result, the coking operation dissipates less of the heating power of the fuel, and the more carbonaceous portion of the mixture having been brought into intimate contact with that containing the larger quantity of volatile matter, the coke produced is more valuable, when merely considered from an economic point of view, and possesses those qualities of hardness and compactness which are essential for smelting purposes, so that a larger charge than is ordinarily used may be operated upon at once without crushing the lowermost layer of coke, and also for land and marine locomotion where the fuel must stow in as small a space as possible, and sustain without deterioration a large amount of handling. A greater percentage of coke than hitherto is produced in consequence of the fixation of part of the carbon, which ordinarily passes off in combination with the hydrogen, the gas which escapes in this process being much less highly carburetted than in the common process. The coking of the mixture is performed in the usual manner in close ovens until no more gas passes off, and it has been found advisable to cover the floor of the oven with a thin layer of unmixed pulverised bituminous coal.

MANUFACTURE OF SULPHURIC ACID FROM GYPSUM.—This method, which is patented for the Kingdom of Hanover, consists in the following processes:—1. Calcination of a mixture of finely-ground gypsum and coaldust in cylinders, by which carbonic acid gas is evolved and sulphuret of calcium is left. 2. The conducting of the carbonic acid evolved through a series of air-tight boilers, heated by the calcining furnace, and containing the sulphuret of calcium obtained in previous operations with a sufficient quantity of water; in these there is a formation of carbonate of lime, which is precipitated, and of sulphuretted hydrogen, which is evolved. 3. Immediate combustion of the sulphuretted hydrogen gas, and introduction of the sulphurous acid gas thus produced into the lead chambers of a sulphuric acid factory. The further process does not differ from the ordinary one.—OTTO KÜHSEL.

CRYSTAL PALACE.—The directors are making every exertion to render the Great Handel Festival worthy of the mighty musician whose fame it is intended to celebrate, though this is but as a preliminary essay to the one to be held in 1859, the centenary anniversary of his death. The oratorios which will be given are the Messiah, Judas Maccabeus, and Israel in Egypt. The orchestra will comprise 150 violins, 50 violas, 50 violoncellos, and 50 double basses; the wind instruments will be 90 in number; the chorus, which has been carefully selected from the different choirs and the operatic establishments, will consists of over 2000 persons. Already 1100 have had two rehearsals at Exeter Hall, and the effect produced been found to be most satisfactory. The provincial choruses are forming in the principal cities and towns of Great Britain, and are being trained by professors and amateurs of acknowledged ability. The organ, which has been built for the occasion by Messrs. Gray and Davidson, is now in course of erection, and is calculated to weigh 20 tons. The orchestra occupies a space of 168 feet in width, just 38 feet wider than Exeter Hall, and 90 feet in depth. The seats for the performers are gradually raised one above the other, so that every instrumentalist and vocalist will have a full view of their conductor. The band will be in front, and the chorus at the back. When the orchestra is filled with its *personale*, the sight will be one of the most imposing ever witnessed within the walls of the building. The entire musical arrangements are undertaken by the Sacred Harmonic Society, and it is only necessary to state that Mr. Costa is the conductor in order to show how carefully, efficiently, and elaborately, these will be carried out. Public curiosity has been greatly excited, and the issue of tickets for preference in the choice of places has been much greater than was anticipated; the whole will be on a more colossal style than has ever been hitherto attempted in this country.

REMARKABLE PHENOMENON.—A most unaccountable occurrence took place, a few days since, within about 200 yards of the Pile Lighthouse, on the Dee. At low water in the evening, at a certain spot, the side of the bank next the bed of the river was observed to be crumbling down, as if undermined by the surrounding element, and continued doing so, attended by a great noise, indicating a great depth of water, till the place became flooded by the succeeding tide. Next morning, however, on the recession of the tide, to the no little consternation of the lightkeepers, a huge chasm in the bank presented itself to their view, and which it was deemed expedient at once to explore. After having procured the assistance of a boat, it was discovered that the vacuity extended upwards of 200 yards along the river, and more than a hundred yards into the bank, and the depth of water therein, in a line with low water mark, or at its mouth, being nearly 30 ft., and at the upper end upwards of 20 ft. What could have caused such absorption is a mystery, but no doubt it will attract the attention of the scientific.—*Carnarvon and Denbigh Herald.*

GOOD FOR TRADE; OR THE MINER'S HARMONIUM.—We recently had the pleasure of paying a visit to Parkfield Colliery, near Bristol, where we saw and heard many things which we hope to make use of in a future "colliers' number." One fact, however, we cannot refrain from publishing at once. Our esteemed host, Mr. Handel Cossham, of Shortwood Lodge, took us into the cottage of one of the miners, where to our surprise and pleasure, we found the "house" not only most respectably furnished, but just under the pretty plants in the window was a capital harmonium, for which we were told the worthy owner had paid his 10 guineas. On the opposite side of the room was a neat mahogany and glass bookcase, with a creditable selection of good books. Around the walls were hung a few paintings, and everything betokened peace and plenty. The good wife, who was clean and tidy like her cottage, showed us the music-books from which her husband played various tunes on the harmonium, adding, with a smile of laudable pride, "Nobody taught him music, sir, he learned himself." As we left the cottage, Mr. Cossham said, "Now, sir, you have just seen the fruits of savings from beer and tobacco." Mr. C. added, "A few evenings ago that miner asked me if I would procure for him a good family bible, with a commentary; and when I enquired how much I might expend over it, he told that he should not mind spending as far as two guineas or 50 shillings!" A few hours previously we had been hearing of meetings in London about sending out the thousands of "employed workmen" to the colonies, and we involuntarily remarked, "If all working men in the United Kingdom would act as wisely as this sensible miner, what an unheard of impetus would be given to trade. Musical instrument makers, cabinet makers, printers, bookbinders, carvers and gilders, and many other trades, would soon have more orders than they could possibly execute, and "unemployed workmen" would indeed be "few and far between." We sincerely hope that many of our readers will take a leaf out of the Gloucestershire miner's book. It will not only be good for trade, but good for wife and children; good for body; good for soul; good for time, and good for eternity.—*British Workman.*

LONDON AND NORTH-WESTERN RAILWAY.—CONTRACTS FOR STORES.—The Directors are prepared to receive TENDERS for the SUPPLY of the undermentioned STORES, viz.:—

No. of Contract.	No. of Contract.
1. Brass sheet and tubes for locomotives.	18a. Leather.
2. Iron tubes.	19. Lead, white and red.
3. Copper.	19a. Lead, ingot, sheet, and pipe.
4. Canvas.	20. Iron, Yorkshire.
5. Carpets and rugs.	20a. Iron, Staffordshire.
7. Axles.	20b. Tyre bars.
8. Coals.	21. Iron castings.
9. Crucibles.	23. Wheels.
10. Curled hair.	24. Oil, linseed.
12. Colours.	25. Oils, various, and turpentine.
12a. Drysaltery.	26. Oil-cloth.
13. Coach trimmings.	27. Steel.
14. Cotton waste.	28. Springs and files.
15. Bags, ropes, &c.	29. Tin, block.
16. Glass, plate.	31. Varnishes.
16a. Glass, various.	34. Hats.
17f. Lamp cottons.	35. Caps.
18. Leather.	

Specifications and forms of tender may be had on and after Monday, 20th April, on application to the secretary, Euston Station, London.

Forms of tender for each contract are printed separately; and parties applying should state the particular contract or contracts for which they propose to tender.

Patterns may also be inspected on and after Monday, the 20th April, from Ten till Four o'clock, at the Company's Pattern Room, Euston Station; and any further information required may be obtained on application to the heads of the several departments. Tenders may be sent in before Ten o'clock on Monday, the 4th May.

By order of the Directors, CHAS. E. STEWART, Sec.

Euston Station, April, 1857.

BRISTOL AND FOREST OF DEAN COAL COMPANY (LIMITED).—EXTENSION OF TIME.—The Directors are now open to receive APPLICATIONS for the SITUATION of MANAGER OF WORKS, which must be forwarded, accompanied with testimonials, on or before the 23d inst., to the offices of the company, 6, Bridge Parade, Bristol Bridge.

B. D. COLLENS, Managing Director.

IMPERIAL BRAZILIAN MINING ASSOCIATION.—Notice is hereby given, that a GENERAL MEETING (being the second meeting for this purpose) of the proprietors of the above association will be HELD at the London Tavern, Bishop-gate-street, London, on Tuesday, the 19th day of May next, at Two o'clock in the afternoon precisely, for the purpose of considering the propriety of an absolute and entire dissolution of the said association taking place immediately, in pursuance of the Deed of Settlement of the said association in this behalf, and of coming to such resolution thereon as the meeting shall think proper.

Notice is hereby also given, that, at the former meeting for this purpose, held on the 9th day of April inst., a dissolution was resolved on, and a committee for taking measures to effect such dissolution was appointed, and the following are copies of such resolutions:—

April 9, 1857—Resolved:—

1. That the Imperial Brazilian Mining Association be forthwith absolutely and entirely dissolved, in pursuance of the provisions of the Deed of Settlement of the said association in that behalf.

2. And that a committee be now appointed, in pursuance of the provisions of the said Deed, for taking measures for effecting such dissolution, and that such committee be composed of the present directors of the said association, and of an equal number of shareholders, to be chosen by the proprietors of the said association now present.

3. That accordingly Capt. Leicester Viney Vernon, John David Barry, Thos. Gibbes, William Lemon Oliver, John Schofield, and Thomas Bailey Illidge, Esqrs., who are the present directors of the said association; and Joseph Charles Barkworth, William Whitelock, Conrad Vandermin, Thomas Butts, Benjamin Curtis, and William Cook, Esqrs., shareholders, now present, and who undertake to serve, and who are now respectively chosen by the proprietors of the said association now present; be such committee.

4. That the Chairman of this meeting do sign these resolutions, in token that three-fourth parts of the votes of the proprietors now present give their consent and approbation to the absolute and entire dissolution of the said association taking place as aforesaid; and that such committee as aforesaid has been appointed, and such persons as aforesaid have been chosen to compose the same, for the purpose aforesaid, by the majority of the proprietors of the said association present at this meeting.

Signed, LEICESTER V. VERNON, Chairman.

By order of the Court of Directors, J. G. DAVY.

Winchester House, Old Broad-street, London, April 9, 1857.

LIBERTY MINING COMPANY OF VIRGINIA.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this company will be HELD at the offices, 62, Moorgate-street, London, on Tuesday, the 21st April inst., at One o'clock precisely, for the purpose of considering Mr. Conquest's letter, dated Vaucluse Mine, 16th March last, and of taking such steps thereon as may be deemed necessary or advisable.

London, April 13, 1857. By order of the Directors, H. H. ROOD, Sec.

THE AUSTRALIAN MINING COMPANY.
Incorporated by Royal Charter.

Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the shareholders of this company will be HELD at the London Tavern, Bishopsgate-street, on Thursday, the 7th day of May next, at Two o'clock P.M. precisely, to receive a report from the directors. By order of the Board,

19, Birchin-lane, E.C., April 18, 1857. E. WALFORD, Sec.

THE NORTH BRITISH AUSTRALASIAN COMPANY.—Notice is hereby given, the ANNUAL GENERAL MEETING of the shareholders of the North British Australasian Company will be HELD at the London Tavern, Bishopsgate-street, London, on Tuesday, the 21st day of April instant, at Two o'clock in the afternoon, for the purpose of receiving the annual report and accounts of the company's affairs, and of electing the committee of management for the ensuing year.

And notice is hereby further given, that at this meeting the expediency of applying, under the Joint-Stock Companies Act, 1856, for registration of the company, with limited liability, will be taken into consideration.

And notice is hereby further given, that at this meeting a motion, or a series of resolutions for registering the company, with limited liability, under the above Act, and for altering the present contract of copartnery so as to form regulations of the company, will be made and laid upon the table, to be sanctioned at a subsequent special general meeting in terms of the said contract of copartnery.

Copies of the resolutions to be laid on the table, and of the proposed regulations, together with copies of the present contract of copartnery, will be forwarded to the shareholders prior to the meeting.

The transfer books will closed from Friday, the 10th inst., till after the meeting.

By order of the Committee, DAVID BUDGE, Sec.

6, Queen-street-place, London, E.C., April 2, 1857.

THE SCOTTISH AUSTRALIAN INVESTMENT COMPANY (LIMITED).—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this company will be HELD at the London Tavern, Bishopsgate-street, London, on Monday, the 20th day of April inst., at Twelve o'clock in the forenoon, to sanction and confirm the sale of their interest in the Bon Accord property, in South Australia, for the sum of £12,000 cash, and 8000 shares, with 10s. per share paid-up thereon, in the Bon Accord Copper Mining Company (Limited), together with a share of a royalty on the said property.

By order of the Directors, C. GRAINGER, Sec.

24, Gresham-street, London, April 9, 1857.

THE NOUVEAU MONDE MINING COMPANY.—Notice is hereby given, that a GENERAL MEETING of the shareholders in the company will be HELD at the chief offices, 21, Rue de la Chaussée d'Antin, Paris, on Thursday, the 14th day of May next, at One o'clock, for the purpose—

1. Of presenting to the shareholders the gérant's report on the present state and prospects of the company, its financial position, and the accounts.

2. Of reading the Report of Mr. Archelaus Tregoning on the Mines of Alotepeque, now working by the company in Guatemala, and deciding upon the best means to be adopted for carrying out the enterprise. By order of the Gérant,

37, Walbrook, E.C., April 11, 1857. GEO. H. STANIFORTH, Sec.

N.B. Art. 42 of the Statutes.—"No one can vote at the General Meeting unless a holder of at least 40 shares, and unless he has deposited the same eight days previously at the offices of the company, either in Paris or in London, which office shall give in exchange a certificate bearing the numbers of the shares and the name of the bearer. This certificate must be produced to obtain an entrance to the meeting. No one can be the bearer of proxies who is not himself a shareholder, and no one can be the bearer of more than three proxies."

WEST END MINE AND QUARRY OFFICES, 5, WATERLOO PLACE, PALL MALL.

MESSRS. BRUNTON AND CO., ENGINEERS AND MINERAL SURVEYORS, undertake the MANAGEMENT and WORKING OF MINES, QUARRIES, &c., and CONDUCT the LONDON AGENCY of all MINERAL PROPERTIES in their offices with system, economy, and regularity

Messrs. Brunton and Co. beg to inform proprietors of mines, &c., that the business of these properties is carried on in their office upon the following principles, viz.:—

Accounts systematically and closely made up.

Statements in detail, and clear summaries of finance and expenditure.

Entire and impartial openness of books, reports, and documents, to all shareholders, for perusal or extract.

Immediate communication of any important occurrence to the shareholders.

MINERAL PROPERTIES SURVEYED, and ESTIMATES OF MACHINERY, PLANT, and COSTS OF WORKING FURNISHED.

MESSRS. FULLER AND CO., 51, THREADNEEDLE STREET, LONDON, continue to TRANSACT BUSINESS in BANKING, MINING (both English and Foreign), RAILWAY, and every description of SECURITIES; and are in a position to BUY and SELL at the market price of the day.

The present favourable opportunity to capitalists command especial attention to mines, which are paying continuous dividends of from 15 to 25 per cent. Those of a progressive character, judiciously selected, frequently rising in value 50 per cent., and upwards.

WANTED.—Alfred Consols, Bedford United, Condurrow, Devon Great Consols, Gonamena, Hingston Down, Great Wheal Vor, Rhoswydol, Providence, South Bog, South Caradon, South Wh. Frances, Wh. Trelawny, Mary Ann, West Nant-y-Mwyn.

FOR SALE.—Bedford Consols, Drake Walls, Dyfngwm, Cilian and Wentworth, Calstock Consols, Craddock Moor, East Russell, Gawton, Lady Bertha, Wh. Edward, West Russell, West Caradon. Office hours from Ten till Five o'clock.

UNITED STATES OF AMERICA.—DUPEE, PERKINS, and SAYLES, BOSTON, MASSACHUSETTS, BROKERS for the PURCHASE and SALE of STATE, CITY, and RAILROAD SECURITIES, MANUFACTURING and BANK SHARES, give particular attention to the MINING COMPANIES OF LAKE SUPERIOR, and furnish reliable information concerning them.

[DUPEE, PERKINS, and SAYLES refer to the Editor of the *Mining Journal*.]

COLLIERY MANAGER.—WANTED, an active, thoroughly experienced, and trustworthy PERSON, to undertake the SUPERINTENDENCE and MANAGEMENT of a COLLIERY and SALE OF COAL, in one of the Midland Counties.—Address, "G. P.," Post-office, Northampton.

TO COPPER SMELTERS AND MANUFACTURERS.—WANTED, a SITUATION by a person who has had considerable experience in SMELTING and REFINING of COPPER (also has a knowledge of assaying), or in any other capacity where he could make himself useful in the above line. Would have no objection to go abroad. Unobjectionable reference as to character, &c.—Address, "K. B.," *Mining Journal* office, 26, Fleet-street, London.

TO FOREIGN MINING COMPANIES.—WANTED, by a YOUNG MAN (34 years of age), an APPOINTMENT abroad, either as SUPERINTENDENT OF WORKS, or GENERAL MANAGER. Is practically acquainted with silver, lead, copper, and coal mining, dialling, planning, assaying, and book-keeping by single and double entry. Speaks Spanish fluently. The most satisfactory references as to character and qualifications can be given.—Address, "K. A.," *Mining Journal* office, 26, Fleet-street, London.

TO IRONMASTERS, MERCHANTS, AND OTHERS.—A highly respectable SINGLE YOUNG MAN, who has had many years' experience in the iron and coal trades, under a large company in Wales, and practically acquainted with all the details for manufacturing iron, and keeping the accounts and books of an ironworks, making contracts, chartering vessels, and shipping both iron and coal, wishes a SITUATION under a similar company, at home or abroad, as GENERAL MILL MANAGER, or CONFIDENTIAL CLERK at the works, or as AGENT or CLERK at the shipping port, or he would superintend the execution of orders, and inspect rails, &c., for any house in London or Liverpool, or act in any other capacity where his knowledge of the iron and coal trades, shipping and general business, combined with steady habits, energy, and strict attention to his duties, would be required. Terms moderate. The most satisfactory references and security will be given.—Address, "H. T.," *Mining Journal* office, 26, Fleet-street, London.

TO IRONMASTERS.—A PERSON who has for several years been GENERAL MANAGER of IRONWORKS in the North of England is OPEN to an ENGAGEMENT. Thoroughly understands the construction of blast furnaces, and the smelting of hematite ores, clay ironstones, and the Cleveland ironstone; and could undertake the superintendence of a forge and mill; and, if necessary, the entire superintendence of the counting-house and mercantile department. First-class references.—Address, "S. B.," care of Messrs. Lawes and Glynn, solicitors, Newcastle-on-Tyne.—April, 1857.

TO IRONFOUNDERS.—The ADVERTISER (a single man, aged 27), having a practical knowledge of pattern making and general foundry work, wishes to have a RE-ENGAGEMENT as MANAGER or SUPERINTENDENT in a FOUNDRY. He has served during a period of 12 years in his present situation, and can give unexceptional references.—Apply to "H. Y.," *Mining Journal* office, 26, Fleet-street, London.

TO RAILWAY COMPANIES, MERCHANTS, AND OTHERS.—A young Frenchman, having given up his situation as CLERK on one of the French lines, wishes for a SIMILAR ENGAGEMENT on an English railway, where his services as INTERPRETER might be required. Highest references and testimonials can be given.—Address, "E. P.," care of Mrs. Stevens, No. 52, Rupert-street, Haymarket, London.

TO ENGINEERS, MINERAL SURVEYORS, &c.—A SKILFUL DRAUGHTSMAN, who has held an appointment under a mining engineer of considerable reputation, requires a RE-ENGAGEMENT in the above capacity, and as ASSISTANT SURVEYOR. Unexceptionable references as to character and ability.—Address, "A. N.," 10, Albert-terrace, Bishop's-road, Paddington, W.

TO CAPITALISTS.—WANTED, a PARTNER in the FOUNDRY and ENGINEERING BUSINESS, in the neighbourhood of Lydney, Gloucestershire, with a capital of £1500. A gentleman acquainted with the trade would be preferred. The works have been in operation for five years, and a good substantial connection formed; there is a lease of 14 years, with one year expired, upon the premises.—Address, "H. Z.," *Mining Journal* office, 26, Fleet-street, London.

TO BRICK MAKERS.—WANTED, a BRICK MAKER, to undertake the making of several hundred thousands of bricks, near Northampton. He will be required to find fuel and other requisites, except the clay.—Tenders, stating price per thousand for making, to be sent to Mr. Nurse, Wellington Chambers, Cannon-street, London, on or before the 21st inst.

WANTED, by a person intimately acquainted with mining, and who now has the superintendence of a large colliery, a SITUATION as COLLIERY MANAGER. North Staffordshire or the Midland Counties preferred. The chief things the advertiser desires in changing are permanency and a comfortable situation.—Communications to "Miner," No. 4, Shoe-lane, London, will receive prompt attention.

VICTORIA IRON AND CEMENT WORKS COMPANY (LIMITED).—WANTED by this company a MINING AGENT, to reside at the works, Hinderwell, near Whitby. He must have a thorough practical knowledge of mining, and also be able to draw plans and sections.—Apply, with testimonials or references, and stating salary expected, to the secretary, Mr. Edward Bolton, 15, Benson's-buildings, Leeds.

CRAVEN MOOR MINING COMPANY (LIMITED).
MINES NEAR PATELEY BRIDGE, YORKSHIRE.

WANTED by this company a GENERAL MANAGER. He must be thoroughly acquainted, both theoretically and practically, with LEAD MINING, especially in limestone strata; must be conversant with the most approved methods of dressing; capable of superintending and managing 80 to 100 workpeople; and must also be able to draw plans and sections.—Applications, with testimonials or references, and stating salary expected, to be addressed to the secretary, Mr. Edward Bolton, 15, Benson's-buildings, Leeds.

HOPTON WOOD STONE COMPANY (LIMITED).—WANTED, a GENERAL MANAGER. He must be a thoroughly active man of business, with a knowledge of the limestone trade. A person acquainted with the iron district of South Staffordshire would be preferred. Salary, a fixed sum, with a commission on the nett profits. Testimonials will be required.—Apply to P. Hunbersty, secretary, Wirksworth, Derbyshire.

LEAD.—The BEST PRICE GIVEN for LEAD ASHES, &c., and OLD LEAD, in quantity. PIG-LEAD (hard and soft) SOLD at LOW RATES.—Roupell and Co., Southwark Lead Works, Gravel-lane, Southwark.

LEAD ASHES, OLD AND TEA LEAD BOUGHT OR EXCHANGED, in large or small quantities.—A. Ledger, 36, Great Pearl-street, Spitalfields, N.E.

STEAM-ENGINES FOR SALE.—TO BE SOLD, BY PRIVATE CONTRACT, a 50 in. PUMPING ENGINE, and two boilers, with iron fittings for house; a 24 in. HORIZONTAL DRAWING ENGINE, complete, with boiler. The above engines are nearly new, with all modern improvements, and were built by Messrs. Nicholls and Williams, of Tavistock.—For particulars and price, apply to Mr. Edward S. Codd, 11, Warnford-court, Throgmorton-street, London, E.C.

SLATE QUARRY IN NORTH WALES TO BE SOLD, A BARGAIN.—This quarry is well opened, and capable of making large monthly returns at once. There is water-power and machinery on the works, and all requisite plant for a large trade. The slates are of the finest quality, free from royalty, and near to a shipping port. An immediate purchaser will find the terms easy.—For particulars, apply to Wilkinson and Co., 16, Cannon-st., City, London.

TREDINNICK'S LIST OF PRICES OF BRITISH MINES, RAILWAYS, BANKS, &c., published weekly, and forwarded by post at a charge of £1 1s. annually. Fluctuations in market value faithfully recorded, with Comments on the progress of Dividend and sound Progressive Mines.

Gresham House, Old Broad-street, London.

COOSHEEN COPPER MINING COMPANY.—ALL SCRIPHOLDERS in this company are required to ATTEND at the company's office, 62, Moorgate-street, in the City of London, and TAKE UP THEIR SHARES, and sign the Deed of Settlement, within seven days from the date hereof, with a view to the dissolution of the company. By order of the Board,

Dated the 18th day of April, 1857. J. C. CLARKE, Sec.

EAST WHEAL VOR.—The undersigned begs ALL PERSONS who have CLAIMS AGAINST this MINE will SEND THEM to him forthwith, so that they may be examined and, if correct, paid. The affairs of the company are being wound-up, and the assets, if any, will be divided when the debts have been paid.—31, Threadneedle-street, E.C. D. G. GOATLEY.

SOUTH WHEAL CROFTY MINE.—It is requested that ALL COMMUNICATIONS to the PURSER of the above mine be ADDRESSED in future to him at the MINE, NEAR TUCKINGMILL, TRURO.

Dated Penzance, April 15, 1857. EDWD. HEARLE RODD, Purser.

TINCROFT MINING COMPANY.—Notice is hereby given, that a DIVIDEND (being the twentieth) of FIVE SHILLINGS per share has this day been declared on the shares in this company, PAYABLE on and after the 20th inst. By order of the Board, HIRAM WILLIAMS, Sec.

London, April 14, 1857.

N.B. Certificates must be left at the office of the company, 61, Moorgate-street, London, six clear days, in order to be examined and marked.

TRELEIGH CONSOLIDATED MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders will be HELD on Monday next, the 20th inst., at One o'clock precisely, to dissolve the company, and to adopt measures for the disposal of the mine, machinery, plant, &c.

And notice is hereby further given, that if, at such meeting, a resolution shall be carried for a dissolution of the company, a SECOND SPECIAL GENERAL MEETING will, in pursuance of the regulations of the company, be HELD on Friday, the 24th inst., at One o'clock precisely, for the purpose of confirming that resolution.

By order of the Board, WM. NICHOLSON, Sec.

57, Old Broad-street, April 13, 1857.

THE WEST PAR CONSOLS COPPER AND TIN MINING COMPANY.—Notice is hereby given, that a GENERAL MEETING of the shareholders in this company will be HELD at the office, No. 117, Bishopsgate-street Within, London, on Tuesday, the 28th day of April inst., at One o'clock precisely.

By order of the Committee, J. H. MURCHISON, Sec. and Purser.

117, Bishopsgate-street Within, London, April 14, 1857.

In the Court of Vice-Warden of the Stannaries.—Stannaries of Cornwall.

IN THE CAUSE OF HARVEY AND OTHERS v. FRANCIS.

NOTICE IS HEREBY GIVEN, that, pursuant to an ORDER, or DECREE, made in the above-mentioned Cause, and bearing date the 2d day of March last, a PUBLIC AUCTION will be HELD at WEST WHEAL BOLTON MINE, in the parish of Ludgvan, within the said Stannaries, on Friday, the 24th day of April inst., at Twelve o'clock at noon, for SELLING, either together or in lots, the undermentioned MINING MACHINERY, MATERIALS, and OTHER EFFECTS:—namely, One 50 in. cylinder ENGINE, 2 boilers 22 tons; 1 sheara, 60 ft.; 16 fms. 12 in. rods; 14 fms. 17 in. pumps; H-piece; windbores; 12 fms. 7 in. house lift; 7 in. plunger-pole; horse-whim; pulleys and stand; 100 fms. whim-chain, whim, and 2 kibbles; 11 fms. iron stave ladders; boilers' roof; a quantity of bricks; about 14 tons of coals; several tons of new and old iron; 3 kibbles; bellows; 1 anvil and vice; 1 screw stock, taps and plates; smiths' and miners' tools; 2 beams and scales; a large quantity of new and old timber; grinding-stone; carpenters' sheds; a quantity of lime; and a variety of other materials and effects.

For viewing the same, application may be made to Mr. John James, the officer in possession, on the mine; and for further particulars, to Messrs. Hodge and Hockin, plaintiff's solicitors, Truro.—Dated Registrar's Office, Truro, April 8, 1857.

In the Court of Vice-Warden of the Stannaries.—Stannaries of Cornwall.

MICHELL v. RICHARDS AND WEEKS.

IN RE WHEAL TREBARVAH.

NOTICE IS HEREBY GIVEN, that, pursuant to an ORDER, or DECREE, made in the above-mentioned Cause, and bearing date the 10th day of March last, a PUBLIC AUCTION will be HOLDEN at the Registrar's Office, Truro, on Wednesday, the 29th day of April inst., at One o'clock in the afternoon precisely, for SELLING the following SHARES:—

6 (1024ths) SHARES of the Defendant John Richards; and
10 (1024ths) SHARES of the Defendant Henry Weeks.

Respectively of and in the said MINE, or as many of the said several shares as may be necessary to satisfy the said Order, or Decree, obtained against them respectively, and of and in the ORES, HALVANS, ENGINES, MACHINERY, MATERIALS, and OTHER EFFECTS upon and belonging to the said MINE.—For further information, application may be made to Mr. Stokes, plaintiff's solicitor, Truro.

Dated Registrar's Office, Truro, 15th day of April, 1857.

VALUABLE IRONWORKS, EXTENSIVE MINERAL RIGHTS AND COAL FIELDS (extending over 2700 acres), IN THE COUNTY LEITRIM, IRELAND.

MR. MOXON WILL SELL, BY AUCTION, at the Auction Mart, London, on Wednesday, the 22d April, 1857, in Two Lots, the LEASEHOLD INTEREST in valuable MINERAL LANDS, with the CREEVELEA IRONWORKS, PLANT, and MACHINERY, and extensive COAL MINES and FIELDS, the whole embracing a territory of 2700 acres of land and mountain, situated in the well-known mineral district of Lough Allen and the Shannon.

Full printed particulars may be obtained at the *Midland Counties Herald* office, Birmingham; of Messrs. Mason and Son, solicitors, 13, Bedford-row; and of Mr. Moxon, auctioneer, 3, St. Martin's-place, Trafalgar-square, London.

FLINTSHIRE.
IMPORTANT SALE AT THE PEN-Y-GELLI AND ORSEDD MINES,
Which are severally distant about two miles from the town of Holywell, three miles from the Mostyn Quay, and the like distance from the Mostyn Station on the Chester and Holyhead Railway.

MR. BELL has the satisfaction to announce that he has been favoured with instructions to SELL, BY PUBLIC AUCTION, on Thursday, the 30th day of April, 1857, at One o'clock in the afternoon precisely, on the premises above-described, ALL the MACHINERY and OTHER MATERIALS appertaining to the said MINES, as particularly set forth in the following catalogue, subject to such conditions as will be then and there produced, and in the following or such other lots as may be determined upon at the time of sale:—

Lot. AT PEN-Y-GELLI MINE.	Lot.
1. A 30 in. cylinder condensing engine, equal beam, 7 ft. stroke, in good order (makers, Coalbrookdale Company, Liverpool).	23. 120 fms. of 5 in. square timber, for railroad.
2. 50 fms. of whim-rope, at per cwt.	24. Quantity of planks on washing floors.
3. 15 fms. of ladders.	25. Jigging hutch and tie.
4. Smiths' anvil, quite new.	26. Flat buddle.
5. Smiths' vice.	27. Flat buddle.
6. 2 wrought-iron kibbles.	28. Screw stock.
7. A 10 ft. diameter whim-cage.	29. Cast-iron grating.
8. Quantity of air-pipes.	30. 60 fms. of ladders.
9. Sundries.	31. Wrought-iron whim kibble.
AT ORSEDD MINE.	32. Wrought-iron whim kibble.
10. A 30 in. cylinder condensing engine, of equal beam, 7 ft. stroke, in good order, and nearly new. This engine was made at the Rhyd-y-Mwyn Foundry.	33. Cast-iron shieve, 2 ft. 6 in. diameter.
11. Tubular boiler, 30 ft. long, and 6 ft. diameter, equal to new.	34. Wheel and handbarrows.
12. Powerful capstan and shears.	35. Bucking iron.
13. 2 10 ft. whim cages.	36. Wrought-iron tram wagon, with cast-iron wheels.
14. 20 fms. of 8 in. plunger-lift, with H-piece, pole, case, &c., complete.	37. Ditto ditto.
15. 20 fms. of 10 in. ditto ditto.	38. Jigging sieves.
16. 10 fms. of 9 in. drawing-lift, with doorpiece, windbore, &c., complete.	39. Quantity of wrought-iron strapping-plates, 4½ in. wide, and ½ in. thick, at per ton.
17. 40 fms. main wood rods, 9 in. square.	40. Lot of cast-iron shieves, 6 in. diam.
18. An angle-bob, with 2 cast-iron caps, and wrought-iron plates.	41. Sheet iron, at per cwt.
19. Large wood cistern, with iron bolts and screws.	42. Single beck'd anvil.
20. Old timber.	43. Smiths' vice.
21. Quantity of old wrought and cast-iron.	44. The usual smiths' tools, at per cwt.
22. 20 fms. of 8 in. square launders, with stays.	45. A 36 in. smiths' bellows.
	46. Wrought-iron whim kibble.
	47. Wrought-iron whim kibble.
	48. Screw taps and plates, at per cwt.
	49. Bucket prongs, rings, and shells, at per cwt.
	50. Quantity of new iron, at per cwt.
	51. Old iron, at per cwt.
	52. Large quantity of useful planks.
	53. Carpenters' bench, 24 ft. long.
	54. Saw-pit frame.
	55. 60 fms. of ¾ chain.
	56. Sundry mining materials.

Both the engines, and all other the machinery before-mentioned, are in excellent condition, of the most approved and latest construction, and are to be sold in consequence of the proprietors giving up the mines.

Tickets of admission to view the same, as well as any further information, may be obtained from Messrs. Watson and Cuell, 1, St. Michael's-alley, Cornhill, London; of Capt. Trevethan, at the Merllyn Mine Company's Office, near Holywell; or from Mr. Bell, the auctioneer, Well-street, Holywell.

PRELIMINARY ANNOUNCEMENT.

MR. WHEATLEY KIRK respectfully announces that he is favoured with instructions to ARRANGE, CATALOGUE, and SELL BY AUCTION, early in the month of May, the WHOLE of the exceedingly valuable PLANT, TOOLS, MACHINERY, MODELS, PATTERNS, STEAM-ENGINES, BOILERS, MILL GEARING, SHAFTING, STOCK-IN-TRADE, and MATERIALS, on the premises of the Phœnix Ironworks, Hanley, Staffordshire.

Particulars in future papers and catalogues; or in the interim, of W. R. Austice, Esq., solicitor, Iron Bridge, Salop; or the auctioneer, Cross-street Chambers, Cross-street, Manchester.

N.B. The above ironworks are to be let, and possession thereof given at the end of July.—For particulars and to treat, apply to Messrs. Ward and Sons, solicitors, Newcastle, Staffordshire.

SALE, WITHOUT RESERVE, OF 568 VALUABLE SHARES IN THE DRAKE WALLS MINE; AND
216 VALUABLE SHARES IN THE NORTH FRANCES MINES.

TO BE SOLD, without reserve, BY PUBLIC AUCTION, with the approbation of the Judge to whose Court the Cause of Watson v. Eales is attached, by Mr. THOMAS FOX, the person appointed by the said Judge to sell the same, at Garraway's Coffee House, Change-alley, Cornhill, on Tuesday, the 21st and 28th days of April, 1857, at One o'clock precisely in the afternoon of each day, in Thirty-six Lots, FIVE HUNDRED AND SIXTY-EIGHT SHARES in the DRAKE WALLS TIN MINE, situate at Calstock, in the county of Cornwall; and TWO HUNDRED AND SIXTEEN SHARES in the NORTH FRANCES MINES, situate at Illogan, in the same county. The whole of the Drake Walls Shares and 115 of the North Frances Shares will be sold on the former day, and the remainder of the North Frances Shares will be sold on the latter day.

Printed particulars and conditions may be had (gratis) of Messrs. Taylor and Woodward, 28, Great James-street, Bedford-row; of Mr. Wm. Loaden, 28, Bedford-place, Russell-square; of Messrs. Lawrence, Plews, and Boyer, 14, Old Jewry Chambers; of the auctioneer, at 93, Bishopsgate-street Within; and at Garraway's.

TAYLOR AND WOODWARD, Plaintiff's Solicitors.

28, Great James-street, Bedford-row.

TO BE SOLD, BY PRIVATE CONTRACT, LYDFORD CONSOLS LEAD MINE, in the parish of Bridestowe, Devon, together with the MACHINERY and MATERIALS thereon, comprising—

Water-wheel, 40 ft. diam., 5 ft. wide.	1 8-arm capstan.
Balance, shaft, and angle bobs.	1 horse-whim, &c.
120 fms. flat rods.	1 11 in. capstan-rope.
40 pulleys and stands.	1 pair shears, with sheaves, &c., complete.

And all other the various things necessary for carrying on the mine.

Full particulars, with catalogues of the materials, &c., may be had on application to J. H. Murchison, Esq., 117, Bishopsgate-street Within, London; or Capt. Joseph Richards, at the mine.

ON SALE, a SECOND-HAND 45 horse PORTABLE CONDENSING STEAM-ENGINE. Also, a SECOND-HAND 12-horse PORTABLE HIGH-PRESSURE STEAM-ENGINE, with a new cylindrical steam boiler, 22 feet long, by 4 ft. diam.—Apply to Mr. Howell, Howarden Ironworks, Holywell.

April 16, 1857.

TO BE LET, for a term of years, the DEE BANK FORGE WORKS and PREMISES, situate on the banks of the River Dee, at Bagillt, close to a shipping wharf, consisting of ONE 3½ tons and ONE 6½ tons HAMMER, HELVES, FURNACES, STEAM-ENGINE, and an extensive SMITHY, with OFFICES, AMPLE YARDS, and other conveniences, now and for upwards of three years last past in the occupation of Messrs. Henry Wood and Co., anchor and chain manufacturers.

N.B. The Chester and Holyhead Railway passes through the premises.—For further particulars, and to treat, apply to Mr. John Walker, solicitor, Town Hall, Chester; or to Mr. Joseph Howell, the proprietor, Howarden Ironworks, Holywell.

April 15, 1857.

RAILWAY WAGONS.—TO LET, or FOR SALE, TWO or THREE HUNDRED well built, nearly new COAL WAGONS, to run upon narrow gauge railways.—Full particulars of George Richardson, 10, Craig's-court, Charing-cross.

PRACTICAL GEOLOGY.—KING'S COLLEGE, LONDON.—PROF. TENNANT, F.G.S., will COMMENCE a COURSE of TWELVE LECTURES on GEOLOGY, having especial reference to the application of the science to ENGINEERING, MINING, ARCHITECTURE, and AGRICULTURE. The lectures will commence on Friday morning, the 24th April, at Nine o'clock. Fee, £1 11s. 6d.
R. W. JELF, D.D., Principal.

TO MASONS.—TENDERS are requested for the BUILDING of an ENGINE-HOUSE and BOILER-HOUSE, at per perch, including lime and clay, at NEW WHEAL VOR, adjoining Great Wheal Vor, in Breage, addressed to Messrs. DANIELL and VIVIAN, of Camborne (the local directors), on or before the 1st of May next.—For particulars, application may be made to the agent on the mine; or to Messrs. SIMS and SON, Redruth.—New Wheal Vor, March 30, 1857.

TO CARRIERS.—TENDERS are requested for the CARRIAGE OF STONE for an ENGINE-HOUSE and BOILER-HOUSE, at per perch, from Trevarno Quarry, in the parish of Sithney, to NEW WHEAL VOR, addressed to Messrs. DANIELL and VIVIAN, of Camborne (the local directors), on or before the 1st of May next.—For particulars, application may be made to the agents on the mine.
New Wheal Vor, March 30, 1857.

TO RAILWAY COMPANIES AND ENGINEERS.—THOMAS ELLIS, Sen., ENGINEER (late of the Tredegar Ironworks, Monmouthshire), begs to inform railway companies, engineers, and others, that he has taken to INSPECT RAILWAY BARS, &c. His experience commenced with the American Boston Railway in 1837. Is fully up to the manufacture of rails, &c., from the furnace head to the finished rail. Most satisfactory reference in London or South Wales.—Ty-Mawr, Pont-y-Pridd, Glamorganshire.

TO IRONMASTERS.—MAGNETIC IRON ORE.—The CATHERINE AND JANE CONSOLS MINING COMPANY solicit OFFERS for CARGOES of the above-named ORE, put on board at Port Madoc, North Wales, or delivered at Cardiff, Newport, or at Saltney, on the River Dee.

Subjoined is an analysis of the ore. The mine is situated in the Valley of Festiniog, about five miles from Port Madoc, and the Festiniog Railway passes through the property. An almost unlimited quantity of ore can be raised from the lode, which averages about 18 feet in width and has been laid open for several hundred fathoms in length.

Samples forwarded on application to the secretary, Mr. E. S. CODD, 11, Warnford-court, Throgmorton-street, London; or to the local agent of the company, Mr. A. B. CALLANDER, Dolbenmean, Carnarvon, North Wales.

Analysis of Magnetic Iron Ore from the Catherine and Jane Consols Mine, near Port Madoc, North Wales.

Water	5·000	
Protoxide of iron	37·490	45·4 per cent. of iron.
Peroxide of iron	22·700	
Oxide of manganese	1·420	
Silica	13·757	
Lime	·714	
Magnesia	·946	
Alkalies	1·200	
Phosphorus	·500	
Sulphur	·456	
Alumina	14·000	
Loss	1·817 = 100·000	

From the small quantity of sulphur and phosphorus, from the total absence of any other injurious constituents, and from the good percentage of iron, we are of opinion that the ore is of a good commercial quality.

(Signed) HY. M. NOAD, Ph.D., F.R.S., F.C.S.
July 1, 1856. JOHN MITCHELL, F.C.S.

TO IRONMASTERS.—WANTED, by the Carmarthen and Cardigan Railway Company, 160 tons of BRIDGE RAILS, 65 lbs. per yard, delivered at Carmarthen, and subject to the inspection of the company's engineer, I. K. BRUNEL, Esq.—Specifications to be had on application by letter, addressed to the secretary, at the company's office, 4, Great Queen-street, Westminster, London, S.W.

SECOND-HAND CONTRACTORS' RAILS WANTED, 20 tons weight, about 40 lbs. to the yard, delivered at Nuneaton or an adjacent station.—Apply at the office of the Exhall Coal Mining Company (Limited), No. 4, Brabant-court, Philpot-lane, London; or at the Works, Exhall, near Coventry.

CARBONATE OF BARYTES ON SALE.—For price, &c., apply to the MANAGER OF THE GREAT NORTHERN MINING COMPANY (LIMITED), Bank-buildings, Mosley-street, Newcastle-upon-Tyne.

COAL FIELDS IN NORTH WALES.—Mr. HENRY BECKETT has several proved MINERAL TRACTS ON LEASE in FLINTSHIRE and DENBIGHSHIRE, varying in extent from twenty to several hundred acres; all are available by rail or sea.

A SMALL compact COLLIERY in full work TO BE DISPOSED OF, with the Plant. It contains several beds of clay ironstone.—Wolverhampton, April 9, 1857.

FOREST OF DEAN, GLOUCESTERSHIRE
TO BE SOLD, BY PRIVATE CONTRACT.

The BAILEY HILL COLLIERY and PLANT, now in full operation. It consists of 190 acres of unworked coal in the Yorkely or Nag's Head Vein, which makes good coke. It is situated in the south of the Forest, and is only about 3¼ miles from the shipping port on the Bristol Channel. There are two pits and a level, by which the coal may be worked.

The ELLESMORE COAL FIELD, situated near Bream, of about 80 acres, containing the Coleford High Delf and other veins of the lower series, which are well adapted for the making and manufacture of iron.

Apply to Mr. JOSHUA RICHARDSON, C.E., Neath, South Wales.

IRELAND.—FOR SALE, THE ROSTELLAN SILEX AND IRON ORE MINES.—The LESSEE of this very valuable property is desirous to SELL HIS INTEREST therein, but would have no objection to re-invest a considerable sum, under the Limited Liability Act.

The MINES comprise a vast amount of WHITE SILEX, used largely in the manufacture of porcelain and glass. CLAYS in great abundance, for earthenware, sanitary ware, bricks, tiles, &c.; besides, a thick bed of rich IRON ORE, with some MANGANESE. There are 24 years of the lease unexpired, and the royalty or rent is low. The requirements of Ireland, and the circumstances of the mines, are singularly favourable for the establishing here, and on a wide basis, the manufacture of all kinds of earthenware, flint and crown glass, sanitary ware, bricks, tiles, &c.

Every information necessary for forming a correct estimate of this property may be obtained on application to Mr. JAMES DEERING, C.E., Rostellan, near Cork; or to Messrs. TUCKEY and DUNSCOMBE, 54, Grand Parade, Cork.—March 20, 1857.

ROSELAND VALE IRON FOUNDRY, MENHENIOT, CORNWALL.—TO BE SOLD, BY PRIVATE CONTRACT, for the residue of a term of 2000 years, or (if not sold) TO BE LET for a term of 7, 14, or 21 years from the 1st day of June next, the ROSELAND VALE IRON FOUNDRY, situate near Liskeard, comprising a HAMMER MILL, FOUNDRY, SMITHERY, PATTERN SHOP, and other conveniences, STOREHOUSES, OFFICES and STABLES, &c., within a spacious enclosed yard, and about half an acre of land, at present used as a garden, and having the advantage of a large stream of water.

The rich and prosperous mines of Menheniot, St. Cleer, and St. Ive, are in the immediate neighbourhood. The foundry and works are at present in the possession of Messrs. Nicholls, Williams, and Co. (as tenants), whose term expires on 1st June next.

For viewing the premises, apply to Mr. HENRY RICE, surveyor, Liskeard; and for further particulars, to Mr. CHILDS, solicitor, Liskeard, to whom tenders should be sent by such persons as may be desirous of becoming tenants for a term of years, at an annual rent, on or before the 1st day of May next.

Dated Liskeard, April 1, 1857.

IRONSTONE.—TO BE LET, a LARGE FIELD and RANGE of IRONSTONE MINES, situate in the parish of Awsworth, Nottinghamshire, and immediately contiguous to the Erewash Valley Railway, and to the Nottingham and Erewash Canals. The mines are shallow, free from water, and easily worked, and contain the following seams of stone of excellent quality, and having good percentage of metal:—viz., Brown Rake, Black Rake, Blue Ball Rake.

Particulars may be obtained, and the ground viewed and stone inspected, on application to Mr. WILBRAHAM, Ilkeston, Notts.—April 8, 1857.

IMPORTANT TO CAPITALISTS—BENDUFF AND FROE SLATE QUARRIES, SOUTH COAST OF IRELAND.—The above QUARRIES are now held under lease by the subscribers from J. S. Randell, Esq., Corsham (firm of Randell and Saunders, Bath Stone Quarries), who lately purchased under the Incumbered Estates Court.

The vein on which the subscribers are at work gives a width of 150 ft., with a clear front or face of 130 ft. deep, without water. The experience of 50 years tests the durability and closeness of the metal, the fineness of its texture, good colour, and fitness for all uses to which slate can be applied.

A rapidly increasing demand outside the local market, the facility of taking out an unlimited supply, and want of funds in the hands of the subscribers, induce them to offer this opportunity for the most profitable investment of capital, in partnership with the subscribers, who thoroughly understand the working of the concern. It is estimated that £1500 would give an unlimited supply of slates. Circumstances concurred in keeping this valuable concern hitherto almost uncared for. The present occupiers are steady, active men, and request a personal inspection of the quarries, as they feel that is the best recommendation they can offer. As far as the supply goes, public works, churches, &c., are roofed with Benduff Slates.

All particulars given, and a faithful return of the working for the last two years, on application to MORRIS and FRENCH, Benduff Slate Works, Rosscarberry.

THE BRUCE MINES TO BE LEASED.—The proprietors, the MONTREAL MINING COMPANY, having recently acquired upwards of 160 square miles of mineral territory on Lake Superior, to the exploration of which they intend to devote their energies, determine to LET these well-known rich and valuable COPPER MINES, situate on LAKE HURON, CANADA. They have been worked since 1848, producing annually from 600 to 1200 tons of copper ore of 15 per cent. and upwards in richness.

The ore is copper pyrites, with some grey or vitreous. The lodes are numerous, varying from a few inches to 10 ft. and upwards in width; two of the principal ones average 4 ft. for a length of 300 fms. They are within 500 yards of the dressing-floors, which are by the Lake shore, in connection with the wharves. Eight shafts have been sunk, varying in depth from 5 to 52 fms.; 4800 fms. have been stoped, yielding about 2 tons of 15 per cent. ore per fm. The rough ore, when picked and spalled, contains from 4 to 5 per cent. of copper. Thirty tributers within the past year have produced 600 tons of 19 per cent. ore. Their annual produce may be augmented in proportion to the force employed.

There is a church, school-house, warehouse, store, post-office, engine-house, with 40-horse power engine, built by Vivian, Cornwall; two large crushers; jigging-house, with 30 sets of jigs, in excellent working order; smelting-house and refining furnaces, superintendent's house, about 80 dwellings, and other buildings.

There are two wharves—one for general freight, the other for shipping the ore. It is brought on a railway to the vessel's side, and another railway brings it to the crushers. The harbour is commodious, and vessels of 500 tons, for any sea-port, can load there without difficulty. The mine would be leased on a lordship, or for a fixed rent.—For circulars descriptive of the mines, apply to Messrs. ALLAN and GILLESPIE, Weaver-buildings, Brunswick-street, Liverpool.

RAILWAY WAGONS.—WILLIAM A. ADAMS AND CO., MIDLAND WORKS, BIRMINGHAM.
BROAD AND NARROW GAUGE COAL AND IRONSTONE WAGONS,
IN STOCK—FOR SALE OR HIRE.

BURGIN AND WELLS, STEEL CONVERTERS AND REFINERS, MANUFACTURERS of RAILWAY CARRIAGE and WAGON SPRINGS, IMPROVED CAST-STEEL FILES, &c.
HOLLIS CROFT STEEL WORKS, SHEFFIELD.

JOHN H. PECK, MANUFACTURER OF RAILWAY OIL COVERS, CART AND WAGON COVERS, OIL CLOTH, STACK COVERS, BOAT SHEETS, TARPAULIN, BRATTICE CLOTH, COKE AND CORN SACKS, POTATO BAGS, TWINE, &c., WIGAN.
LONDON AGENT.—T. E. WELLER, 15, Duke-street, Adelphi.

ROBERT MACLAREN AND CO., EGLINTON FOUNDRY, GLASGOW, MANUFACTURERS OF ALL SIZES OF CAST-IRON MAIN PIPES, FOR GAS AND WATER, by an improved patent.
GENERAL IRONFOUNDERS AND GAS ENGINEERS.
MAKERS OF WROUGHT-IRON TUBES AND FITTINGS.
AGENTS IN LONDON—A. MACLAREN and Co., No. 74, Upper Thames-street.

BRYAN, McCRACKEN, AND CO., MERCHANTS, AND GENERAL COMMISSION AGENTS, NEWCASTLE-ON-TYNE.
Offices, Three Indian Kings-court.

WILLIAM FOX AND SON, METAL AGENTS, No. 39, OLD HALL STREET, LIVERPOOL, SOLE AGENTS in LIVERPOOL for the SALE of the following makes of IRON:—

DAWES AND SON'S.	PLANT AND FISHER'S.
MILTON AND ELSECAR.	BROUGHTON HALL.
JOHN MARSHALL'S.	DANIEL ROSE'S.

EVERY DESCRIPTION of IRON ALWAYS ON SALE. Also, TIN-PLATES, WIRE, RAILWAY SPIKES, &c.

SHORTRIDGE, HOWELL, AND JESSOP, HARTFORD STEEL WORKS, SHEFFIELD, SOLE MANUFACTURERS of HOWELL'S PATENT HOMOGENEOUS BOILER-PLATE METAL, combining the strength and durability of steel with the malleability of copper; warranted to bear double the pressure of the best boiler-plate iron; RIVETS, ANGLES, and STAYS of the same material. Also, RUSSELL and HOWELL'S PATENT CAST-STEEL TUBES, for multitubular boilers, shafting, railway axles, &c.—Application to be made to SHORTRIDGE, HOWELL, and JESSOP, Hartford Steel Works, Sheffield; and Messrs. HARVEY and Co., No. 12, Haymarket, London.

CALVERT'S PATENT PROCESS FOR MAKING COKE AND IRON FREE FROM SULPHUR.
For LICENSES to USE the above process, apply to ROBERT LONGDON, Jun., 63, King-street, Manchester.

MUNTZ'S PATENT SOLID ROLLED BRASS TUBES, FOR LOCOMOTIVE AND MARINE BOILERS.

G. F. MUNTZ, jun., begs to state that, in consequence of the satisfactory results obtained during the five years these tubes have been in use, the following railway companies have entered into contracts to USE the PATENT TUBES exclusively on all their lines, viz.:—

The London and North-Western Comp. | The Lancashire and Yorkshire Company.
The Midland Company. | The Newcastle and Carlisle Company.

These tubes are also very extensively used on all the other principal railways at home and abroad, and for marine purposes by Her Majesty's Navy and several of the leading steam-packet companies, and also by all the eminent engineers of the kingdom.

G. F. MUNTZ, jun., takes this opportunity of stating that the tubes now manufactured are very superior, both in finish and quality, to those formerly produced in the early stage of the patent.—French Walls, Birmingham, April, 1857.
GEO. RICHARDSON and Co., Agents, 10, Craig's-court, Charing-cross, London.

THE PERMANENT WAY COMPANY.—Among other recent important inventions, the company beg to call particular attention to PRINCE'S PATENT for CASTING RAILWAY CHAIRS; POLE'S PATENT IMPROVED FISH JOINT; PATENT HOLLOW SPIKES; and Dr. BOUCHERIE'S IMPROVED PROCESS FOR PRESERVING SLEEPERS, FENCING, TELEGRAPH POSTS, &c., FROM DECAY, which may be seen in operation daily at the Polytechnic Institution, and on the company's premises.

They also solicit engineers to investigate the advantages of their PATENT CHAIRS in TWO PARTS; and to the REPORT of resident engineers upon 200 miles of lines laid about five years since with BARLOW'S PATENT CAST-IRON SLEEPERS. Every information may be had upon application to WM. HOWDEN, Sec.
26, Great George-street, Westminster.

SULPHATE OF BARYTES.—Messrs. A. FORSTER and CO., BARYTES MANUFACTURERS, BRENTFORD, MIDDLESEX, are PURCHASERS of FIRST QUALITY in the crude state.—Applications, stating price and enclosing samples, to be addressed to A. FORSTER and Co., *Mining Journal* office, 26, Fleet-street, London, E.C.

FOREIGN SHEET ZINC.—The SUBSCRIBER had contracted for last year, when prices were low, 500 casks of SILESIAN SHEET ZINC, of the first brand in the market, is now enabled to OFFER LARGE LOTS at 30s. to 40s. per ton under the London quotations; and the navigation being now open, regular shipments can be made from Stettin to London, Liverpool, Hull or Leith.
49, Mitchell-street, Glasgow, April, 1857. WILLIAM JOHNSTON.

TO MINERS, &c.—WALKER'S PATENT DRY STAMPING MACHINES, for REDUCING CROP and OTHER ORES to the proper size for market, WITHOUT WATER. These machines will be found invaluable for new mines, wherever water is scarce and labour dear.
Manufactory, 17, Cowper-street, City-road.

THE ROTATING BUDDLE is the BEST LABOUR SAVING and MOST EFFICIENT APPARATUS for WASHING STAMPED ORES and SLIMES. It will do from seven to ten times the amount of work of any other apparatus in use, with the attendance of a boy only. A 6 ft. water-wheel will drive two of them, and it turns the ore out cleaner and leaves the waste free from ore. It separates tin from copper; lead from copper, black jack, sulphates of barytes; copper from any veinstuff or matrix. May be seen at work daily at Driggith Mines, near Caldbeck, Cumberland.—For particulars and licenses, apply to DAVID ZENNER, patentee, Newcastle-on-Tyne.

IMPORTANT TO MINERS OF MUNDIC OR IRON PYRITES.—GODEFROY'S PATENT PROCESS, for extracting precious metals from auriferous and argentiferous ores, specially IRON PYRITES.—FOR SALE, the COMPLETE APPARATUS for carrying out, on a fair working scale, the above process, which is extremely simple, inexpensive, in perfect order, and in frequent operation. The actual cost of working being quite nominal, and the whole ready for use at a few hours' notice, if necessary, for a trial in bulk or sample, or as arrangements may require. Terms and conditions, on application by letter to the proprietors, will receive every attention.

We offer also FACILITIES to parties wishing EXPERIMENTS, either in MINERALS or OTHER SUBSTANCES, seldom found together—viz., Grinding to any fineness, Washing, &c.; Steam, if required, to any pressure; the Use of Refining, Assay, Reverberatory, and other Furnaces.—Terms moderate, on application, addressed to SMITH and Co., Antimony Works, William-street, High-street, Lambeth, S.

GODEFROY'S PATENT PROCESS FOR EXTRACTING PRECIOUS METALS FROM AURIFEROUS AND ARGENTIFEROUS ORES, ESPECIALLY IRON PYRITES.

In consequence of the abrupt termination of the trials which we undertook to superintend, with the assistance of the patentee, we consider ourselves bound to inform the mineral world that the patentee has not yet forfeited his right to the confidence of the public by this dissolution between the directorate and other parties repudiating their own acts, thereby preventing the continuance of his operations or proving and publishing the result to the world, which we believe was his intention.
—SMITH AND CO., Antimony Works, William-street, High-street, Lambeth, S.
April 9, 1857.

VENTILATION IN COAL PITS.—BIRAM'S PATENT ANEMOMETER, 12 in., £4 4s.; 6 in., £3 3s.
The POCKET ANEMOMETER, size 4 × 1¼ in., £3 3s. This instrument is extremely portable, delicate, and quite correct.
PIT BAROMETERS, 28s. each; DIALS, PIT LEVELS, &c.
To be had of the manufacturer, JOHN DAVIS, optician, Derby.

PATENT SAFETY FUSE.—The GREAT EXHIBITION PRIZE MEDAL was AWARDED to the MANUFACTURERS of the ORIGINAL SAFETY FUSE, BICKFORD, SMITH, DAVEY, and PRYOR, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE *has now a thread wrought into its centre*, which, being patent right, infallibly *distinguishes it from all imitations*, and ensures the continuity of the gunpowder.

This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every climate.
Address,—BICKFORD, SMITH, DAVEY, and PRYOR, Tuckingmill, Cornwall.

SAFETY FUSE.—Messrs. WILLIAM BRUNTON and CO., PENHALLICK, near REDRUTH, CORNWALL, MANUFACTURERS OF FUSE of every size and length, as exhibited in the Great Exhibition of 1851, and supplied to the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe.

Messrs. BRUNTON & CO. are at all times PREPARED to EXECUTE UNLIMITED ORDERS for SUPPLYING FUSE direct from their own MANUFACTORY, upon warrant that it will prove equal to, if not better, than any to be procured elsewhere.

IRON HOUSE AND SELF-SUPPORTING ROOF MANUFACTORY, WOODSIDE, BIRKENHEAD.—Messrs. WILSON and CO. beg to call the attention of Engineers, Shippers, Farmers, and others, to their PATENT PORTABLE FIREPROOF HOUSES, STORES, SHOPS, COTTAGES, VILLA RESIDENCES, CHURCHES, SCHOOLS, FARM BUILDINGS, SHOOTING BOXES, &c., either with or without self-supporting roofs; also, CONSERVATORIES, GREEN and HOT-HOUSES.—Manufactory, Woodside, Birkenhead.

N.B. These houses are so constructed that they do not require the aid of an artizan to re-erect them. Detailed plans and drawings furnished free of charge.

STEAM-ENGINES FOR SALE, AT THE EAST LONDON IRONWORKS, CAMBRIDGE ROAD, MILE END.—The BEST and MOST ECONOMICAL HIGH-PRESSURE HORIZONTAL ENGINES ALWAYS FOR SALE. Messrs. J. MUSTO and CO., having a large sale for these particular engines, endeavour to keep a stock, either finished or in course of erection, which can be seen at their works. Satisfactory references can be given, and engines of their make inspected at work in several parts of London. Workmanship and materials warranted.

PREVENT SMOKE AND INCREASE STEAM.—PATENT REGULATING AIR-DOOR, for MARINE and STATIONARY STEAM-BOILERS, and for LOCOMOTIVE and OTHER FURNACES.

"*Persecunga* left Victoria Docks with air apertures closed (*i.e.* action of invention suspended), steam fell in 20 minutes from 15 lbs. pressure to 13; smoke heavy for five minutes at each firing. Air apertures then opened; smoke suppressed in 30 seconds; and in ten minutes after adjustment of apertures steam blowing off at 15 lbs., and so maintained when pilot left at sea."

For further particulars respecting the Patent Regulating Air-Door, and the Patent Safety Marine Boiler; and with reference also, to his Patent Land Furnaces, Domestic Stoves, and other inventions comprised in his System of Smoke Prevention, apply to Mr. JOHN LEE STEVENS, 1, Fish-street-hill, City, London (E. C.), where a great variety of models and drawings may be seen, and reports and testimonials obtained.

OVERLAND ROUTE.—STEAM TO INDIA AND CHINA, &c., VIA EGYPT.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE GOODS and PARCELS for the MEDITERRANEAN, EGYPT, ADEN, BOMBAY, CEYLON, MADRAS, CALCUTTA, the STRAITS, and CHINA, by their steamers leaving Southampton on the 4th and 20th of every month.

For further particulars, apply at the company's offices, No. 122, Leadenhall-street, London; and Oriental-place, Southampton.

STEAM COMMUNICATION BETWEEN LIVERPOOL, ABERYSTWITH, AND BRISTOL, CALLING AT HOLYHEAD, PORTMADOC, ABERDOVEY, ABERAYRON, AND OR LLANELLY.

The CAMBRIAN STEAM PACKET COMPANY (LIMITED), unless prevented by any unforeseen occurrence, will DISPATCH, with goods and passengers, their new and powerful SCREW STEAMER, the "PLYNLYMON," Capt. WM. WRAIGHT, Master, or some other suitable vessel, as under:—

Wednesday, 1st April, at 2 aft. Leave Liverpool for Aberystwith and Bristol, calling at Holyhead, Portmadoc, and Llanelly.
Thursday, 9th April, at 6 aft. Leave Bristol for Aberystwith and Liverpool, calling at Llanelly and Aberayron.
Wednesday, 15th April, at 12 morn. Leave Liverpool for Aberystwith, calling at Holyhead, Aberayron or Aberdovey, and returning to Liverpool.
Tuesday, 21st April, at 8 morn. Leave Liverpool for Aberystwith and Bristol, calling at Holyhead, Portmadoc, and Llanelly.
Tuesday, 28th April, at 8 morn. Leave Bristol for Aberystwith and Liverpool, calling Llanelly and Aberayron.

N.B. The PLYNLYMON may be expected at the several ports of call on or about the days following:—viz., Holyhead, 2d, 16th, and 22d; Portmadoc, 3d and 23d; Aberystwith, from Liverpool, 5th, 17th, and 24th; from Bristol, 12th and 30th; Aberdovey, 17th; Aberayron, 10th and 29th; Llanelly, 10th and 28th.
Loading berth at Liverpool, South-East side of Nelson Dock.

FARES.—From Liverpool and Bristol to Aberystwith, Portmadoc, Aberayron, Aberdovey, Cardigan, or New Quay; Saloon, 15s.; Second Cabin, 10s.—From Liverpool to Holyhead; Saloon, 8s.; Second Cabin, 5s.—From Bristol to Llanelly, and between either Aberystwith, Aberayron, Aberdovey, Cardigan, New Quay, Llanelly, Portmadoc, or Holyhead; Saloon, 10s.; Second Cabin, 7s.
N.B. Excellent accommodation for passengers, and a stewardess on board.

For freights, and further particulars, apply to the agents, JOHN JONES, Bridge-street, Aberystwith; WILLIAM LLOYD, Tanybryn, Aberdovey; BENJAMIN EVANS, Aberayron; BENNETT WILLIAMS, Harbour Office, Portmadoc; JARED WILLIAMS, Holyhead; DAVID REES, Llanelly; F. A. TAMPLIN, Columbia-buildings, Brunswick-street, Liverpool; E. T. TURNER, 12, Quay-street, Bristol; or to the managing director, W. S. CREALOCK, at the company's head offices, Parthenon Chambers, 14, Regent-street, London.

TURBINES.—WILLIAMSON BROTHERS beg to draw attention to their TURBINE WATER-WHEELS, which are well suited for use wherever water-power is obtainable, and especially in MINING DISTRICTS. For high falls, they possess great advantages over the ordinary vertical wheel, can be erected at much less expense, require very little masonry, and, from their rapid revolution, the speed for driving machinery is obtained without gearing. Full particulars and testimonials may be had on application to
WILLIAMSON BROTHERS, Canal Ironworks, Kendal.
Steam-Engines, Vertical Water-Wheels, &c.

PERREAUX'S PATENT PUMPS AND VALVES.—These PUMPS are warranted FREE from ALL LIABILITY TO CHOKE, or become otherwise DERANGED; the VALVES can be applied to any size or description of pumps, and are NOT AFFECTED by HEAT, COLD, ACIDS, or ALKALIES.—For further information, and view of working models, apply at the office of the patentees, PERREAUX and Co., engineers, &c., 39, Mark-lane.

EDWIN AND FREDERICK ARNOLD, WIRE WORKERS, WEAVERS, AND IRONMONGERS TO HER MAJESTY.
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THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5120	Alfred Consols (cop.), Phillack* [S.E.]	2l. 11s. 10d.	£22½	21 22 xd	£16 13 0	£0 12 0—April 6, 1857.
1624	Balleswidden (tin), St. Just	11¼	4		12 5 0	0 5 0—Jan 1, 1854.
4000	Bedford United (copper), Tavistock+	2l. 6s. 8d.	8	8	8 18 6	0 5 6—Feb 26, 1857.
240	Boscean (tin), St. Just	20½	105	100 105	15 0 0	3 0 0—Mar. 4, 1857.
200	Botallack (tin, copper), St. Just*	91¼	235	240	391 5 0	6 0 0—Feb 17, 1857.
100	Brightside and Froggatt Grove, Derbyshire.	50	66		3 0 0	3 0 0—Apr 30, 1856.
100	Brynford Hall (lead), Flint+	20	100	100	13 0 0	5 0 0—July 31, 1856.
1000	Bryntail, Llanidloes, Montgomeryshire	7	3	2½ 3	0 5 0	0 5 0—July 1, 1856.
6000	Bwlch (silver-lead), Cardiganshire	3	1	1	0 2 6	0 2 6—July 30, 1856.
1000	Carn Brea (copper, tin), Illogan	15	55	50 55	233 10 0	2 0 0—Feb. 18, 1857.
2048	Carnyorth (tin), St. Just	4½	6¼	6¼ 6½	0 15 0	0 3 0—June 16, 1856.
200	Cefn Cwm Brwyno (lead), Cardiganshire	33	55		3 0 0	3 0 0—Sept. 4, 1855.
1000	Collacombe (copper)	10	55	50 52½	1 0 0	1 0 0—Mar. 26, 1857.
256	Condurrow (copper, tin), Camborne [S.E.]	20	160	150 160	83 0 0	4 0 0—April 8, 1857.
30000	Craven Moor, Limited (lead), Yorkshire	⅛	¾		0 0 9	0 0 9—Feb. 28, 1856.
128	Cwmystwith (lead), Cardiganshire+	60	140		70 0 0	5 0 0—Aug. 18, 1856.
280	Derwent Mines (silver-lead), Durham	304½	150		104 5 0	10 0 0—Sept. 30, 1856.
1024	Devon Great Consols (cop.), Tavist.* [S.E.]	1	460	450 460	556 0 0	14 0 0—Mar. 27, 1857.
672	Ding Dong (tin), Gulval+	32	30	22 23	16 7 6	1 10 0—Mar. 2, 1857.
179	Dolcoath (copper, tin), Camborne*	257¾	310		920 0 0	5 0 0—April 13, 1857.
12800	Drake Walls (tin, copper), Calstock	1l. 19s.	3	2¾ 3	0 9 0	0 2 6—July 29, 1856.
300	East Daren (lead), Cardiganshire+	32	85		21 0 0	3 0 0—Feb. 18, 1857.
128	East Pool (tin, copper), Pool, Illogan*	24¼	340		280 0 0	7 10 0—Feb. 23, 1857.
1024	East Wheal Margaret (tin, copper)	6⅝	11	10½ 11	0 5 0	0 5 0—Jan. 11, 1854.
5700	Exmouth	4l. 14s.	8		2 8 0	0 3 0—Dec. 22, 1856.
1400	Eyam Mining Company (lead), Derbyshire	5	35	35	10 13 4	0 10 0—April 9, 1857.
4910	Fowey Consols (copper), Tywardreath	4	7	6½ 7	41 4 3	0 6 0—Feb. 17, 1857.
4448	General Mining Co. for Ireland (cop., lead)	3½	2½	2½	1 0 8	0 3 3—June 5, 1853.
1024	Gonamena (copper), St. Cleer	13¾	17½	18½ 19	0 7 6	0 7 6—Dec. 21, 1852.
6000	Great South Tolgus [S.E.]	2⅝	14½	14 14½	0 2 6	0 2 6—June 27, 1855.
28666	Great Wheal Vor (tin, cop.), Helston [S.E.]	7	6	6½	0 5 0	0 5 0—June 20, 1855.
119	Great Work (tin), Germoe	100	140		221 10 0	7 10 0—Feb. 27, 1857.
1024	Herodsfoot (lead), near Liskeard	8½	7	6¾ 7¼	2 12 6	0 7 6—Apr. 18, 1854.
6000	Hingston Down Consols (copper), Calstock	3⅜	4½	4¼ 4½	2 16 0	0 2 6—Nov. 25, 1856.
2000	Holyford (copper), near Tipperary	11	8¾		4 2 6	0 5 0—Jan. 28, 1857.
2560	Isle of Man (Limited)*	25	42		52 17 3	1 10 0—Mar. 5, 1857.
76	Jamaica (lead), Mold, Flintshire	3l. 13s. 6d.	—		380 0 0	5 0 0—Mar. 10, 1851.
20	Laxey Mining Company, Isle of Man	100	1000		1370 0 0	50 0 0—Jan. 17, 1857.
160	Levant (copper, tin), St. Just	2½	85	80 85	1058 0 0	2 0 0—Feb. 17, 1857.
5000	Lewis Mines (tin, copper), St. Erth	5½	3¼	3⅛ 3¼	0 10 0	0 10 0—Dec. 20, 1855.
400	Lisburne (lead), Cardiganshire, Wales	18¾	122½		253 0 0	2 0 0—April 2, 1857.
6000	Marke Valley (copper), Caradon	4l. 10s. 6d.	3	2½ 3	0 5 6	0 3 0—Sept. 7, 1855.
5000	Mendip Hills (lead), Somerset	3¾	1½	1½	1 2 6	0 5 0—May 21, 1856.
5000	Merllyn (lead), Flint	3	⅛		1 11 0	0 2 6—June 22, 1853.
20000	Mining Co. of Ireland (copper, lead, coal)	7	16½	16½	12 5 0	0 10 6—Jan. 1, 1857.
5000	Nanteos and Penrhiw, Limited (£2½ shares)	1⅜	2	1⅜	0 1 6	0 1 6—Apr. 30, 1855.
7500	Nantlle Vale (slate), Llanllyfin	1	1		0 3 9	0 1 3—Nov. 29, 1854.
6400	Nether Hearth, Westmoreland	2s.	1½		0 2 0	0 1 0—May 21, 1856.
470	Newtonards Mining Company, Co. Down+	50	35		48 0 0	1 0 0—Oct. 17, 1856.
200	North Pool (copper, tin), Pool	22½	70	60 70	324 0 0	2 0 0—Dec. 26, 1854.
140	North Roskear (copper), Camborne	10	105	100 105	249 10 0	4 0 0—Sept. 26, 1853.
6000	North Wheal Basset (cop., tin), Illo.* [S.E.]	nil.	29	24 26	12 3 0	0 15 0—Feb. 25, 1857.
6400	Par Consols (copper), St. Blazey [S.E.]	1½	23½	22½ 23	28 4 0	1 6 0—Mar. 3, 1857.
500	Peak United (lead), North Derbyshire	7¾	9½		4 10 0	0 10 0—Apr. 12, 1856.
200	Phœnix (copper, tin), Linkinghorne	100	365		204 10 0	20 0 0—Nov. 12, 1856.
1000	Polberro (tin), St. Agnes (Preferential)	15	—		17 11 6	2 0 9—April 4, 1857.
560	Providence Mines (tin), Uny Lelant+	20l. 13s. 2d.	90	85 90	57 4 6	5 0 0—Feb. 18, 1857.
2500	Rhoswydol and Bacheiddon (lead)	11¼	12	12	0 7 0	0 3 0—June 18, 1856.
512	Rosewarne United (copper, tin), Gwinear*	12	44	42 44	31 0 0	1 0 0—April 13, 1857.
12000	Sortridge Consols (cop.), Whitchurch [S.E.]	6s.	1¾	1½ 1¾	0 7 6	0 2 6—Oct. 28, 1856.
256	South Caradon (copper), St. Cleer* [S.E.]	2½	335	332½ 335	456 0 0	10 0 0—Mar. 31, 1857.
128	South Crinnis (copper), St. Austell	19	285	285	60 0 0	20 0 0—June 18, 1855.
256	South Tolgus (copper), Redruth, Cornwall	16	150	140 150	74 0 0	3 0 0—Mar. 20, 1857.
496	South Wheal Frances, Illogan* [S.E.]	18l. 18s. 9d.	335	325 330	243 5 0	10 0 0—Mar. 2, 1857.
1024	Spearne Consols (tin), St. Just, Cornwall	3	4¾	4¾	8 8 6	0 2 6—Dec. 10, 1853.
280	Spearne Moor (copper), St. Just+	23l. 7s. 8d.	15		4 5 0	0 10 0—June 13, 1856.
979	St. Aubyn and Grylls (cop., tin), Breage	5l. 14s. 1d.	4⅝		0 17 6	0 7 6—April 1, 1852.
94	St. Ives Consols (tin), St. Ives	80	150	175 185	903 0 0	8 0 0—Feb. 17, 1857.
9600	Tamar Consols (sil.-lead), Beeralston [S.E.]	4½	1	1	4 13 6	0 2 6—Feb. 7, 1856.
6000	Tincroft (copper, tin), Pool, Illogan [S.E.]	9	5	5 5¼	8 3 6	0 5 0—April 13, 1857.
2048	Trehane (silver-lead), Menheniot	¾	½	¼ ½	8 11 3	0 5 0—Dec. 29, 1855.
572	Trelyon Consols (tin), St. Ives	11½	19¾	18¾ 19¾	1 15 0	1 0 0—Feb. 21, 1854.
96	Tresavean (copper), Gwennap, Cornwall	32½	80	80	4677 15 0	5 0 0—June 4, 1855.
120	Trethellan (copper), Gwennap, Cornwall	15½	20	18 20	403 13 6	2 10 0—Apr. 29, 1851.
4000	Tretoil (copper, tin), Bodmin	12s.	3		0 5 0	0 5 0—July 8, 1856.
4096	Trewetha (silver-lead), Menheniot, Cornwall	2	3½	3¼ 3⅝	1 12 0	0 3 0—April 2, 1857.
100	Trumpet Consols (tin), near Helston	95	50	50	55 0 0	5 0 0—Dec. 20, 1854.
400	United Mines (copper), Gwennap [S.E.]	40	220	200 220	61 5 0	2 0 0—Feb. 12, 1856.
20000	Vale of Towy (lead), Carmarthen [S.E.]	⅝	⅝	⅜ ⅝	0 3 3	0 1 3—May 8, 1856.
10500	Welsh Potosi (silver-lead), Talybont, Card.	5	—		1 0 0	0 5 0—July 16, 1855.
2000	Ditto (New Shares of 5l. each)	3	3½		0 12 0	0 3 0—July 16, 1855.
6000	West Basset (copper), Illogan* [S.E.]	1½	33	31 33	10 1 0	0 12 6—Mar. 19, 1857.
256	West Caradon (copper), Liskeard [S.E.]	20	160	150 160	278 5 0	4 0 0—Mar. 19, 1857.
256	West Damsel (copper), Gwennap	£10 7	130	125 130	18 0 0	2 0 0—Mar. 19, 1857.
1024	West Providence (tin), St. Erth+	5	14	13 14	28 5 0	0 10 0—April 8, 1857.
400	West Wheal Seton (copper), Camborne*	38½	360		69 10 0	8 0 0—April 13, 1857.
1228	Wheal Arthur (copper), Calstock	7½	6*	5 6	6 10 0	0 10 0—Oct. 25, 1855.
240	Wheal Bal (tin), St. Just	6	5		2 0 0	1 0 0—Nov. 14, 1853.
512	Wheal Basset (copper), Illogan* [S.E.]	5½	270	265 275	447 10 0	8 0 0—April 7, 1857.
256	Wheal Buller (copper), Redruth* [S.E.]	5	360	340 350	821 5 0	5 0 0—Mar. 17, 1857.
1024	Wheal Charlotte, Perranuthnoe	3¾	4	4	1 10 0	0 10 0—Sept. 9, 1855.
256	Wheal Clifford (copper), Gwennap	—	500	500	33 0 0	8 0 0—Feb. 18, 1857.
5000	Wheal Fortescue, Bodmin	nil.	⅝		0 2 4	0 1 6—Jan. 14, 1856.
128	Wheal Friendship (copper), Devon	50	95		2375 10 0	8 0 0—May 10, 1854.
1024	Wheal Grylls (copper, tin), Breage	2s.	½	½	0 2 0	0 2 0—Feb. 24, 1857.
512	Wheal Jane (silver-lead), Kea	3½	30	30	5 10 0	1 0 0—Feb. 13, 1857.
5000	Wheal Kitty (tin), St. Agnes	4½	8	7¾ 8	0 6 0	0 3 0—Mar. 24, 1857.
1024	Wheal Kitty (tin), Uny Lelant [S.E.]	£1 7 2	19	18½ 19½	4 0 0	0 15 0—Mar. 18, 1857.
430	Wheal Lovel (tin), Wendron	33	18		31 0 0	1 0 0—Sept. 5, 1856.
448	Wheal Margaret (tin), Uny Lelant+	19¾	80	75 77	73 0 0	4 0 0—Feb. 24, 1857.
1024	Wheal Mary Ann (lead), Menheniot+ [S.E.]	8	45	44 46	25 12 6	2 0 0—Mar. 10, 1857.
80	Wheal Owles, St. Just, Cornwall	70	300	300	206 13 0	9 0 0—Feb. 20, 1857.
240	Wheal Reeth (tin), Uny Lelant	31½	32½	32½	40 10 0	3 0 0—Aug. 23, 1852.
198	Wheal Seton (tin, copper), Camborne*	107	150	150	279 10 0	5 0 0—April 14, 1857.
1040	Wheal Trelawny (sil.-ld.), Liskeard [S.E.]	4½	25	24½ 25	26 10 0	0 15 0—Feb. 2, 1857.
1024	Wheal Tremayne (tin, copper), Gwinear	10½	5	5	10 2 6	0 7 6—Jan. 11, 1854.
4096	Wheal Wrey (lead), St. Ive+	1l. 9s.	7⅝	7¼ 7¾	2 6 0	0 3 0—Mar. 17, 1857.
5000	Wicklow (copper), Wicklow	5	30	30	26 5 6	0 12 6—Jan. 8, 1857.

[* Dividends paid every two months. + Dividends paid every three months.]

Shares.	Mines.	Paid.	Last Price.	Present.
3907	Devon and Courtenay (copper)	¾	¾	
4000	Devon Burra Burra (copper)	£5 3	—	
4566	Devon Wheal Buller	£1 16	1	¾ 1
4315	Duke of Cornwall, Lostwithiel	£5 16 4	3¾	3¾
3000	Dyfngwm (lead), Wales	£11 11 6	13½	13 13½
256	Eaglebrook, Llanphangel, Card.	40	20	18 20
4096	East Alfred Consols	£1 1 6	2	2
256	East Basset (copper), Redruth	50	60	55 60
1024	East Buller (copper), Redruth	12	1½	1½
6144	East Caradon	2⅛	1¾	
2048	East Falmouth (lead)	2	3	3
5200	East Fowey Consols	¾	1	1
4096	East Gonamena	1s. 3d.	¼	
1000	East Trefusis	£3 17 10	3	3
85	East Balleswidden, Sancreed	15	15	15
4000	E. Gunnis Lake & S. Bedf. (cop.)	3½	2¼	1¾ 2¼
5000	East Hender (copper), Crowan	⅛	⅛	
4096	East Providence (tin), Uny Lel.	nil	1½	1¼ 1½
5000	E. Rosewarne (cop., tin), Gwinear	⅛	1	¾ 1
1000	East Rosewarne (tin), Crowan	⅛	1	1
12000	East Sortridge	3s.	⅛	
9000	East Tamar (sil.-ld.), Beerferris	£2 14 6	⅛	
256	East Tolgus (copper), Redruth	34	55	50 55
6000	East Wheal Clifford (cop.), Kea	2	1¼	1¼
10000	East Wheal Robert	⅜	1	1
1035	East Wheal Rose (silver-lead)	34⅜	6¾	8 9
4000	East Wheal Russell, Tavistock	£4 4 6	⅜	⅛ ⅜
4096	East Wheal Wrey	9s. 6d.	⅛	
512	Forest, Illogan	6	4	4
5000	Fox Tor Alvenny (t. &c.), Limit.	5	3	
5000	Frank Mills, Devon	£3 1 6	4	3¾ 4
5000	Gallt-y-Ffrith-Rhedyn (Limited)	3	3	
5000	Garreg (lead), Flint	£2 11	⅛	
4000	Gawton (copper), Tavistock	3⅜	⅜	⅜
6000	Gellirheiron (sil.-ld.), Cardigan	1	⅜	
1024	Gilmar (tin), St. Erth	£6 16 6	¾	¾
243	Grambler and St. Aubyn (cop.)	109½	107½	110
4096	Great Caradon	4s.	⅜	⅛ ⅜
30000	Great Crinnis (cop.), St. Austell	1	⅜	⅛ ⅜
4000	Great Dowgas	3½	5¼	5¼
15000	Great Hewas United	£1 17	1⅜	1¼ 1⅜
13864	Great Onslow Con., Camelford	1	⅛	
1024	Gt. Sheba Con., Stoke Climsland	24	5	5
12000	Great Sortridge, Whitchurch	6s. 6d.	—	
14000	Gt. Tregune Consols, Altarnun	1	1	
5120	Great Wheal Alfred [S.E.]	£10 2 5	7½	6 6½
5120	Great Wheal Baddern (tin)	£3 8 6	1⅜	¾ ⅞
6000	Gt. Wh. Busy (cop. & tin), Kenwyn	5	6¾	6¾
1024	Great Wheal Fortune, Breage	£18 18 6	6	5 6
3000	Gwinear Consols (copper)	5	4	
9600	Gwydyr Park Consols, Llanrwst	7s.	¼	
512	Halamanning and Croft Gothal	104½	2	
8192	Hawkmoor (tin, cop.), Calstock	1⅛	⅜	⅜
100	Herward United (lead), Flint	45	55	55
10000	Hill Bridge Consols	1	1½	
5000	Holmbush (ld., cop.), Callington	4½	1½	1½
6000	Huckworthy Bridge	¼	¼	¼
12000	Ivybridge	£1 13	¾	⅛ ¾
5000	Kelly Bray (ld., cop.), Callington	3½	1½	1½
6000	Keswick (lead), Portinscale	£4 9 6	1	
6000	Lady Bertha (copper) [S.E.]	13s.	⅜	⅛ ⅜
1024	Leeds & St. Aubyn (tin, cop.)	£10 7 9	5¼	5¼
1024	Lelant Consols (tin)	25	4	3½ 4
4474	Lambest Consols (silver-lead)	3s.	¼	
8000	Llandudno (copper)	2	1½	
4096	Mainstone (lead), Salop	1½	¼	
12000	Maria Consols (silver-lead)	1	1	1
1024	Mill Pool (tin, cop.), St. Hilary	10¾	2½	2½
7500	Mixon Great Con. (cop.), Leek	£1 19 2	1	
16000	Mold (lead), Limited	¼	¼	
10000	Molland (cop.), South Moulton	£1 2	¼	⅛ ¼
4403	Mount's Bay Consols, Marazion	2¾	¼	
64	Nant-ar-Nelle, Llandovery	31	20	
7500	Nantlle Vale (new shares)	¼	⅜	
1500	Nant-y-Car (cop.), nr. Rhyader	£4 7	6	5½ 6
320	Nent Force, Alston	1	1½	
2400	New Machno Slate and Slab Co.	10	9	
4000	New Wh. Vor and E. Wh. Metal	5	5	5
1024	North Buller (cop.), Redruth	£11 10	6	6
1024	North Ding Dong (tin), Madron	1	1	
2000	North Downs (cop.), Redruth	4¾	1⅜	
256	North Fowey (copper)	4¾	¼	
2500	North Frances (cop.) [S.E.]	6½	16½	15½ 16½
1366	North Grambler, Redruth	1¼	1¾	1½ 1¾
120	North Laxey	40	50	50
2000	North Levant (tin, cop.), St. Just	6	4	
512	North Penhaldarva	1	6	6
1024	North Rosewarne, Gwinear	½	¼	
14000	North Staffordshire Consols	£1 2	1	
4096	North Tavy	1s.	2s.	2s.
1024	North Wheal Busy	£5 6 8	3	
1128	North Wheal Crofty [S.E.]	£6 15 4	6¼	6¼
1024	No. Wh. Gilbert (cop.), St. Erth	£1 19	2	
1024	N. Wh. Robert, Sampford Spiney	14	26	25 26
4240	North Wheal Trelawny	2⅜	⅜	⅜
2400	N. Wh. Unity (cop., tin), Gwin.	1	1	
4096	N. Wheal Wrey Consols, St. Ive	6s. 6d.	1½	1 1½
6000	North Wrey and Julia	6s.	½	⅜ ½
10000	Okehampton Consols	⅛	⅛	½
4096	Okel Tor (lead), Calstock	£3 13	3	
512	Old Tolgus United (cop.), Redr.	50	103	102½
256	Old Wheal Basset, Illogan	7½	2	
4000	Oola (sil.-lead, cop.), Limited	18s.	1	1
10000	Pedn-an-drea United (tin)	£2 11	1½	1¼
36820	Pembroke & East Crinnis (cop.)	£1 4 6	⅜	⅜
5000	Pencorse Consols, St. Enoder	2½	1⅜	1⅜
4945	Pendeen Consols, St. Just	£1 12	2	2 2¼
512	Penhaldarva	1¾	22	22
100	Pentre Lygan	20	22	
4228	Penquean, St. Breock	1	⅜	
1200	Penstruthal (copper)	12½	12	12
6495	Perran Consols, Perranuthnoe	2	½	
1160	Perran St. George (copper, tin)	21½	10	8 10
2000	Plynlimmon Consols	10	5	
2048	Ponterwyd (lead), Cardigan	2¾	1	
2400	Porkellis United (tin) [S.E.]	9	6½	5½ 6½
4096	Queen of Dart, Ashburton	⅛	3	3
10000	Rheidol United Mine	£1 8 6	1¼	
6000	Roswall Hill & Ransom United	2	3	2⅝ 3
1024	Rosewarne and Herland United	2½	6	5 6
4096	Rosewarne Consols	£1 2	1½	1½
5000	Round Hill (silver-lead), Salop	1⅜	⅜	
6000	Severn (lead, copper)	£1 4	1⅜	1⅜
5250	Silver Brook, Ashburton	£2 5 6	¼	¾
1024	Silver Valley, Truro	£1 19 10½	2¼	2 2¼
4000	Sithney Wheal Buller (tin)	3¾	9	8¾ 9
12000	Sortridge & Bedford, Tavistock	11s. 10d.	4½d.	
600	South Bog (lead), Salop	10	12½	10 12½
6400	South Buller and W. Penstruthal	⅛	2¼	2¼
6000	South Carn Brea (cop.) [S.E.]	2	7	6 6½
6144	S. Condurrow (tin, cop.), Camb.	11s. 6d.	8s.	7s. 8s.
3911	South Crenver (copper)	4¾	¾	⅛ ¾
6000	South Cuddra	11s.	¾	⅜ ¾
21000	South Devon Consols	1	⅜	
256	South Garras, St. Clement	26	25	25
2000	South Gorland	5	5½	5½
1024	South Providence (tin), Sithney	£3 7	7	
1105	So. Wh. Crofty (cop.), Illogan	£1 18 10	8	7 8
1024	So. Wh. Ellen (cop.), St. Agnes	£4 5 9	6	6
6000	South Wheal Wrey	1s. 6d.	¼	
5208	St. Austell Consols	3	¾	
20000	St. Day United (tin and copper)	2	1⅜	1¼ 1⅜
920	Stray Park	£5 3 9	5	4½ 5
1447	Swanpool, Budock	£11 11 8	—	
2900	Tavy Con. (cop.), near Tavistock	£5 4 6	1¼	1¼
6400	Tees Side (lead), Cumberland	£1 11 6	¼	
1000	Tokenbury Consols, Liskeard	10	1	
6000	Tolvadden, Marazion	3½	3	
1024	Trebarvah, Perranuthnoe	£7 15	3¼	3 3¼
5000	Treburgett Crowan (Limited)	5	5	
600	Tregardock (lead), St. Teath	6¾	½	
5000	Treleigh Consols (cop.), Redruth	6	⅜	⅜
5000	Treloweth (copper), St. Erth	£4 4 6	5	
2048	Trevelyan (tin, copper)	6	6¼	6¼
5600	Trevenen and Tremenheere Un.	£3 8	1	
6000	Trevone Consols, Padstow	2s.	2½	2½
1024	Trevoole, Crowan, Cornwall	6	8	7½ 8
6400	Trewane United (silver-lead)	1	1¼	1¼
16	Trinity (copper, lead)	250	250	
6400	Tyne Head (silver-lead, copper)	¼	⅜	
4000	Tyn-y-Worglodd (slate), Carna.	5	4½	
10000	Tyn-y-berth (slate), Talyllyn	1½	⅜	
6000	Virtuous Lady and Wh. Bedford	⅜	⅛	⅜
5085	United Mines, Tavistock	1	½	½
512	Wendron Con. (tin), Wendron	£23 7 8	42½	42½
960	Wendron United Mines	£1 14	2	2
2000	West Aberffwyd, Cardiganshire	4s.	⅛	
1024	West Alfred (cop.), Phillack	£30 15 1	32½	30 32½
4096	West Collacombe (copper)	£2 5	⅜	½
3000	West Crinnis, St. Austell	3⅜	2½	
1080	West Cupid	2¼	3½	3¼
6400	West Fowey Consols (tin, cop.)	7	10¼	9¾ 10¼
200	West Nant-y-Mwyn (lead)	1¼	2½	2½
25000	West Par Con. (cop.), St. Blazey	£1 3	½	⅜
6000	West Polberro, St. Agnes	£2 8	1	¾ 1
1024	West Rosewarne United	4	5	5
1056	West Stray Park, Camborne	2	7	7
128	West Wheal Bolton	50	52	50 52
512	West Wheal Frances, Illogan	40½	30	30
4000	Wheal Adams (copper and lead)	½	—	1¼ 1½
6000	Wheal Agar (copper), Illogan	1½	1½	1½
1024	Wheal Annie (cop.), Gwinear	1⅜	—	
12000	Wheal Bray (copper), Altarnun	£1 2	¾	
512	Wheal Clinton (lead)	9	15	
1024	Wheal Constance (silver-lead)	4	4	
4096	Wheal Crebor (cop.), Tavistock	£4 2	¼	¼
1024	Wheal Cupid (copper), Redruth	£14 16	12½	12½
4096	Wheal Edward, Calstock [S.E.]	5½	4½	4¼ 4½
1024	Wheal Ellen (cop.), St. Agnes	£2 16	2½	2½
1000	Wheal Emily (cop.), Gwithian	2	3	3
4000	Wh. Emma (cop.), Buckfastleigh	⅜	8	8½ 9
1070	Wheal Enys (tin), Wendron	£16 13 6	10	
720	Wheal Franco, near Tavistock	20½	8	
1536	Wheal Gill	10	½	
4000	Wheal Glynn	£1 9	1½	1½
6000	Wheal Grenville	4⅜	1½	1⅜ 1½
5000	Wheal Guskus (tin, copper)	2⅜	⅛	
5120	Wheal Harriett, Camborne	3½	⅜	⅛ ¼
1000	Wheal Hender, Crowan	£2 12	2½	2 2½
6000	Wheal Lopes (copper), Devon	16s.	1	
4800	Wheal Ludcott	17s.	1¾	1¾ 1⅞
1024	Wheal Margery (tin and copper)	9¼	17½	16½ 17
5120	Wheal Marshall, St. Cleer	1	1	1
512	Wheal Mary Ann, Perran	2	3	
3000	Wh. Maudlin (cop.), Llanivery	3	1½	1½
300	Wheal Morgan, Llandovery	5	10	
128	Wheal Polmear, St. Austell	32½	33	33
3900	Wheal Pollard	15s. 8d.	¼	¾
2000	Wh. Powell (lead), Kenwyn	1½	1½	1½
2048	Wheal Robins (tin), Liskeard	3	⅜	
4000	Wheal Russell (cop.), Tavistock	2½	⅜	⅛ ⅜
1024	Wheal Sidney, Plympton	7	4½	4½ 4¾
2048	Wheal Tallack, St. Agnes	8s.	¾	
6000	Wheal Tehidy (cop.), Illogan	£2 3	2½	2½
4000	Wheal Treeby	½	⅜	⅜ ⅝
512	Wheal Trefusis (cop.), Gwenn.	20¾	8	8
3000	Wheal Trevena (tin), Breage	5	4	
3102	Wh. Unity (cop., tin), Gwinear	£8 4	3	2½ 3
1024	Wheal Uny (tin, cop.), Redruth	24	5	5
1024	Wheal Venton (silv.-lead), Lisk.	£6 13	3	
1024	Wheal Wagstaff, St. Erth	½	—	
4096	Wh. Zion (cop., lead), Calstock	£5 3 6	1½	1½
6000	Whitchurch Consols	1	½	
6400	Whitford (lead), Flint	6s.	⅜	
5000	Willow Bank (lead), Limited	⅜	⅜	¾
4096	Wood (lead), Beerferris	£1 17 6	1¼	

, Those mines with [S.E.] appended have been admitted on the Stock Exchange.

FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5000	Alten Mining Company (copper), Norway	£14½	2	2	4 5 0	0 15 0—Nov. 21, 1853.
51886	Baden, Grand Duchy of	1	1¼		0 1 0	0 1 0—Nov. 6, 1852.
10000	Brazilian Imperial (gold), Brazil [S.E.]	26½	2	1¾ 2¼	34 17 6	0 10 0—Dec. 13, 1844.
2464	Burra Burra (copper), South Australia	5	110	110	175 0 0	5 0 0—Sept. 4, 1856.
12000	Cobre Copper Company (cop.), Cuba [S.E.]	40	62	60 63	84 12 0	3 0 0—Feb. 19, 1857.
100000	Colonial Gold, Australia	1½	⅝		0 1 6	0 1 6—Mar. 28, 1854.
10000	Copiapo Mining Company, Chili [S.E.]	16	14	12 14	5 8 0	0 10 0—May 9, 1856.
20000	General Mining Assoc., Nova Scotia [S.E.]	20	14		9 10 0	0 10 0—June 26, 1856.
15000	Linares (lead), Pozo Ancho, Spain [S.E.]	3	7¾	7½ 7¾	4 0 6	0 5 0—Mar. 31, 1857.
10000	Lusitanian (of Portugal) [S.E.]	1½	1½	½ 1½	0 4 3	0 1 9—Sept. 3, 1856.
103815	Mariquita and New Granada [S.E.]	1	⅝	¾ 1	0 3 0	0 1 0—Jan. 29, 1857.
25000	Peninsular Mining Company (Limited)	¾	¼		0 2 6	0 2 6—Sept. 29, 1855.
10000	Pontgibaud (silver-lead), France [S.E.]	20	8	6 8	1 0 0	1 0 0—June 26, 1855.
7000	Royal Santiago (copper), Cuba [S.E.]	15¾	2¾	2⅝ 2¾	33 0 0	1 5 0—July 12, 1848.
104000	San Fernando (silver-lead), Linares	1	3s. 6d.		0 1 9	0 0 7—June 30, 1854.
11000	St. John del Rey (gold), Brazil [S.E.]	15	22	20 22	34 7 6	1 0 0—Nov. 26, 1856.
43174	United Mexican (silver), Mexico [S.E.] Av.	28¼	3¾	3⅜ 3¾	1 16 6	0 4 0—Feb. 14, 1853.
70000	Waller (gold), Goochland Co., Virginia	1	¼		0 0 9	0 0 9—July 2, 1855.
30000	Mexican and So. Amer. Smelting Co. [S.E.]	10	3¼	2¾ 3¼	6 15 0	0 7 6—Dec. 12, 1855.
84676	North British Australasian [S.E.]	1	⅝	⅝	0 1 8	0 1 0—Apr. 17, 1855.

NON-DIVIDEND FOREIGN MINES.

Shares.		Paid.	Last Price.	Present.
75000	Adelaide Land and Gold Com.	2	⅜	
35000	Almaden (silver-lead), Spain	2	1½	1½ 1¾
20000	Australian [S.E.]	7	1¼	¾ 1¼
50000	Chancellorsville Freehold	1	8s. 6d.	9s. 9s. 6d.
80000	Clarendon Consols [S.E.]	½	½	½
53040	Cologne Mining Company	£1 4	⅜	⅜
350000	Copper Miners of Eng. [S.E.]	Stock	37	26 28
12000	Ditto, Pref., 7½ per cent. [S.E.]	25	27	27
25000	Fortuna	2	1⅜	1⅜ 1⅝
100000	Great Nugget Vein	1	½	½
20000	Iberian, Limited (sil.-ld.), Spain	½	1s.	1s.
2309	Kinzigthal Min. Ass., Germany	4	1½	
25000	Liberty, Virginia	1	—	
15000	Ditto, Pref., 10 per cent.	⅝	—	
40000	London and Virginia	¾	—	
80000	Mount Carbon (coal), Virginia	1	½	½
9000	National Brazilian [S.E.]	30	3½	3¾ 3½
60000	New Granadas [S.E.]	1	½	¼ ½
10000	New Grand Duchy of Baden	¼	½	½
200000	Nouveau Monde [S.E.]	1	½	½
100000	Port Phillip	1	—	
50000	South Australian [S.E.]	1	—	
47795	Strathalbyn (Limited)	1	—	
7820	Ditto, Preference, 10 per cent.	1	—	
70000	Waller	1	—	
100000	West Mariposa	1	¼	
35425	Wheal Jamaica (copper)	14s.	14s.	14s.
75000	Wildberg (sil.-lead, copper)	2	⅝	½ ⅝

PROGRESSIVE MINES.

Shares.		Paid.	Last Price.	Present.
6000	Abbey Consols (lead), Cardigan	½	1¼	1¼
10000	Arundell (cop.), near Ashburton	£1 16	—	
940	Balnoon Con. (tin), Uny Lelant	3½	4½	4 4½
4000	Ballyvirgin, Co. Clare	£2 3	3¼	
6000	Basset Graze United (cop.), Kea	1½	1½	
4000	Bedford Consols	9s.	⅜	
508	Bell and Lanarth, Gwennap	11	5	4½ 5
2200	Benderg (Limited)	¾	¾	¾
250	Berriow Consols	£10 16	—	
20000	Bog (Limited), Salop	8s.	½	½
1000	Boiling Well (copper)	15	8½	8¼ 8½
6000	Bolenowe	£1 16 6	⅜	
1120	Bridford Consols	£7 14	7¼	7¼
4000	Brook Wood, Buckfastleigh	¾	1	1
2000	Bryn-y-Pedwen (lead)	3¼	1	
6000	Buckland Consols (copper)	⅜	¼	
420	Budnick Consols (tin), Perran	2½	6	6
6400	Buller and Basset United	1¾	4¼	4⅜
1200	Buller and Bertha	£1 2	¾	¾
812	Butterdon (lead)	£6 16	2⅜	2⅜
5000	Cae-Cynon, Cardiganshire	10s. 6d.	⅜	
600	Calcot Hall (lead), Limited	10	—	
4096	Calstock Consols (copper)	4¾	3⅝	3¾ 3⅝
2115	Calstock United (tin and cop.)	£6 2	¾	¾
1000	Camborne Consols	10	7	6 7
920	Camborne Vean & Wh. Frances	£7 12 4½	12	10 12
1024	Caradon Consols, St. Cleer	11	6½	7
916	Cargoll, Newlyn	£12 7 3	—	16
5000	Carnewas (lead, cop.), Mawgan	½	⅜	⅜
7900	Carrack Dews United, St. Ives	2	—	
1055	Carvannall (copper), Gwennap	11	6	5 6
6400	Carvath United, St. Austell	2¼	1	
6000	Castell (lead and blende), Card.	11s. 6d.	⅜	⅜
6000	Catherine and Jane Consols	½	11s.	10s. 11s.
6000	Cefn Gwyn (sil.-ld.), Cardigan	1	⅜	
1024	Clijah & Wentworth (tin, cop.)	£20 3	6	6
5900	Clowance Wood, Gwinear	8s.	⅜	⅜
2000	Coed Mawr Pool (ld.), Llanrwst	6¾	4	
2450	Cook's Kitchen, Illogan	£15 18 9	4½	4½
256	Copper Hill	33	190	180 190
1055	Craddock Moor (cop.), St Cleer	8	40	27 40
1000	Cwm Erfin (lead) Cardigansh.	8	1½	
6000	Cwm Sebon (Limited)	£2 14	1¾	1¾
300	Dale Mine (lead), N. Stafford	12	60	60
2440	Dalrhiew (cp. & ld.), Rhayader	2¾	—	
1000	Daren (sil.-lead), Cardiganshire	6	5	4½ 5
4096	Devon & Cornwall United (cop.)	£4 6 3	7½	7¼ 7½

Mining Companies Incorporated with Limited Liability.

	Nom. cap.	Share.	Bus. done.
Arley Pottery and Firebrick	£26000	£500	
Ballymoneen Copper	20000	2	
Brenkburne Iron and Coal	60000	20	
Bristol and Forest of Dean	25000	1	
Bristol Ground Flint	5000	5	
Bronfloyd	8000	4	5 5½
Californian Consolidated Quartz	32000	1	1
Cambrian Foundry	50000	10	
Cambrian Slate	17000	25	
Castell Lead Mining	6000	1	
Cheesewring Granite	9600	300	
Chirk Castle	16000	250	
Clara Silver-Lead (1l. 18s. 6d. paid)	8000	4	
College Mines, Ireland (2s. paid)	3000	5s.	⅜
Dolwen Lead	5000	1	
East Goldscope Mining	4096	2	
East Indian Coal	150000	10	10
Esgair Llee Mining	10200	10	10¼
Fort Bowen, New	35000	1	
Friddllechwedd Lead	12288	6	
Garnett and Moseley Gold Mining	50000	1	
General Iron Foundry	20000	100	
Gravesend and Milton Coal Consumers'	10000	2	
Great Northern Mining	12000	1	
Hennock Black Ore	800	10s.	1½
Householders' Coal	50000	1	
Island of Anglesea Coal and Coke	50000	5	
Kinson Clay, Pottery, and Brick	60000	500	
Lee Moor Porcelain Clay	100000	25	
Little Down and Ebber Rocks	50000	2	2 2½
Llangynog United Mining	30000	5	
Llwynmalees Mining	12800	10	10¾
London and County Brick	£10000	£5	
Low Furness Iron and Steel	60000	10	
Machynlleth Park Copper	2000	1	1¼ 1⅜
Manchester and Festiniog Slate and Slab	75000	10	
Merryfield Mining	30000	1	
Midland Mining	5250	5	
Millom Mining	6000	1	
Mons Collieries Company	1000000	10	
Mount Gabriel Mineral	10000	10	
Old Park Iron Company	100000	12	
Penclawdd Colliery	16000	50	
Pen-y-Rhiew Colliery	25000	10	
Pwll yr Engine Colliery	2500	1	1¼
Quartz Reduction	50000	1	⅛ ¾
Redhill Mining	600	10	
Rhosydd Slate Company	50000	5	
Rhyddydefed Colliery	13000	10	
Ritton Castle Mining Company	10000	£1 4 6	2 2½
Rotherham and Masboro' Coal	60000	25	
R. Cons. Copper Mines of S. Fernando	400000	10	8
Ruabon Coal Company	10000	10	
Ruardean Colliery (5s. paid)	15000	1	¼
Sedgwick Gunpowder	12000	100	
Shropshire Blackwood	1000	5	3½ 4
Smittergill Head Lead	4000	100	
South-West of Ireland Mining	15000	£2 10	
Strathalbyn Mining and Smelting	62820	22s.	
Surrey Metal Company	10000	5	
Taliesin Silver-Lead	25000	5	
Victoria Tin (Australia)	1200	5	
Workington Hematite Iron Company	25000	500	
Worthing	100000	1	¼ ⅜

Transactions on the Stock Exchange.

JOINT-STOCK BANKS.

Shares.		Paid.	Clos. Pr.	Bus. Done.
22500	Australasia	40	92 94	93½ 94
20000	British North American	50	—	69¾
3000	City	50	68 70	65
20000	Colonial	25	—	26½ 26¾
25000	Commercial of London	20	—	25
25000	Eng., Scot., and Aust. Chart.	20	17½ 18½	17
32200	India, Australia, and China	6	4½ 5	4¾ 4⅞
6000	London	50	59 61	—
25000	Lond. Chart. Bank of Austr.	20	17½ 18½	18
20000	London and County	20	—	32½ 32¾
60000	London Joint-Stock	10	—	31¾
50000	London and Westminster	20	—	46 46½
10000	National Provincial of Eng.	35	—	79
20000	New South Wales	20	46 48	46½
33873	Oriental Bank Corporation	25	39 40	39¼ 39½
20000	Provincial of Ireland	25	—	59½
12000	South Australia	25	34 36	36¼ 36½
32000	Union of Australia	25	—	55
60000	Union of London	10	—	25¼ 25¾
3000	Unity Mutual	50	39 41	—

MISCELLANEOUS.

Shares.		Paid.	Clos. Pr.	Bus. Done.
200000	Crystal Palace	5	2½ 2⅝	2½
30000	Ditto (Preference)	5	5¼ 5½	—
60000	Eastern Steam	15½	—	—
700000	Electric Telegraph	100	92½ 93½	93 93¼
70000	English and Australian Cop.	5	1⅜ 1⅝	1¾
50000	General Screw Steam	11	6 6½	7¼
200000	London General Omnibus	4	4⅛ 4⅜	4⅜
10000	Magdalena Steam	10	—	—
30000	Mediterranean Elect. Teleg.	10	—	—
40000	National Discount	5	4½ 4¾	4¼
40000	Ditto, New	5	5⅛ 5⅜	5¾
50000	National Patent Steam Fuel	1	—	—
25000	North of Europe Steam	17½	13 14	11¼ 11
50000	Oriental Gas	1	1¼ 1⅜	1⅜
120000	Peel River Land and Mining	5	2½	2¼
30000	Penin. and Oriental Steam	50	66 68	67½ 67
14840	Royal Mail Steam	60	63 65	66
14200	South Australian Land	25	35 37	36
100000	Scottish Australian Invest.	1	1¼	1¼ 1½
—	S. Australian Six per Cent. Stock		—	—

, Our object being to make the Share List correct, we earnestly call upon all who have the power, to aid us, by forwarding any alterations or correction which may, from time to time, come under their notice. Reports from mines—in fact, mining information of every description, forwarded to our office, will meet ready attention.

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